November 16, 2016

Honorable Members of the West Hartford Town Council
Town of West Hartford
Town Hall
50 South Main Street
West Hartford, CT 06107

RE: Modification of SDD #6; 1445 New Britain Avenue, West Hartford, Connecticut

Dear Mayor Cantor and Honorable Members of the Town Council:

Application is hereby filed on behalf of Seritage SRC Finance LLC ("Seritage" or the "Applicant"), owner of 1445 New Britain Avenue, West Hartford, Connecticut (the "Property"). The Applicant proposes to modify the existing approved SDD by modifying the existing buildings on 1445 New Britain Avenue as well as modifying the site layout and landscaping in connection with the same. Both the Sears retail store and the Sears auto center will be redeveloped and re-used for multiple retail and restaurant tenants. The redeveloped retail building will contain 151,750 square feet and the redeveloped auto center will contain 34,250 square feet (which includes 13,300 SF of unusable basement space). The facades of both buildings will be updated and refurbished. In addition the site parking, signage and landscaping will be redesigned, replaced and/or updated as shown on the application plans. This letter, together with the accompanying plans and reports, constitute the Applicant's request to modify SDD #6 as shown on the attached plans ("Application").

A legal description of the boundary of the property that is the subject of the Application is attached to this letter as Enclosure A, which, together with Enclosures A - L described at the end of this letter, should be deemed incorporated as part of the Application.

Although the owner of 1459 New Britain Avenue does not own any of the property that is the subject of this application, we have sent by first class mail, postage prepaid, a copy of this application to such owner. Although we do not believe it is applicable, in an excess of caution we are requesting that the requirements set forth in Section 177-44C(1)(a) that all owners sign the application be waived in accordance with the provisions thereof.

Planning for this development began approximately a year and a half ago, when Seritage acquired title to the property. Over the past several months, Seritage and its consultants have been meeting with Town staff, the Design Review Advisory Committee ("DRAC") and interested individuals in West Hartford. Seritage has gone through several iterations of proposed plans, attempting to address therein all concerns raised by DRAC and Town staff. We believe that the plans presented to the Town Council as part of the Application and the implementation

of those plans will be a significant upgrade to the existing development on the Property, will revitalize a tired property, adding significantly to the tax rolls, and will be an asset to the West Hartford community.

OVERVIEW OF PROPOSAL:

As mentioned above, the Applicant proposes to redevelop the existing buildings on the site as shown on the plans submitted as part of the Application. The original Sears building was constructed sometime in the 1950's. Since then, there have been minimal changes to both the buildings and the site, both of which are in dire need of updating and redevelopment. The redeveloped Sears building will contain 151,750 square feet and the redeveloped auto center will contain 34,250 square feet (which includes 13,300 SF of unusable basement space). It is intended that the uses in the Sears building will be primarily retail while the redeveloped auto center will include both retail and restaurant uses. The revised parking area will result in an increase of 58 parking spaces, bringing the total number of parking spaces at the shopping center to 1,689 spaces. In addition, the parking areas will be modified as shown on the plan to provide for safer circulation for both vehicles and pedestrians and for additional landscaping. Existing landscaping will be cleaned up and updated. The overall feel of the redeveloped center will be more up-to-date, vibrant and welcoming.

An additional part of this application is the creation of sign design guidelines that will govern the signs that will be placed on or about the redeveloped buildings. These design guidelines set forth the criteria that a tenant must adhere to if they would like obtain staff, as opposed to Town Council, approval of a sign. The primary reason for this is that the Applicant does not have known tenants for a large proportion of the building square footage. In order to simplify the occupancy of the unleased space and expedite approval of signs, the Applicant would like to obtain approval for the sign design guidelines as part of this application.

The Applicant requests that the following substitute standards become applicable to this SDD in lieu of those set forth in the BG and other zoning regulations:

1. Parking Space Size, Aisles and Number: Substitute standards for parking space size, aisles and number as shown on the plans.

2. Parking Lot Landscaping and Screening: Substitute standards for parking lot landscaping and screening as shown on the plans, including number of trees required.

3. Screening from Residential District: Existing screening to remain as shown on the Material Boards Aerial.

3. Signs: Substitute standards for number, size, location, type and height as shown on the plans and as described in the sign criteria submitted with this application.

TRAFFIC AND PARKING CONSIDERATIONS:

McMahon Associates has prepared a Traffic Impact Study with respect to the activities and uses included within the Application (the "TIS"). The TIS is attached hereto as Enclosure G. The TIS indicates that the proposed project should not adversely impact traffic operations in the area, nor should it alter the levels of service in the nearby intersections. Last, no external traffic improvements are required as a result of the added traffic. The Applicant is, however, proposing to update the geometry of the easternmost driveway to provide a better alignment with the signalized intersection. The TIS also indicates that the revised site will provide sufficient parking to adequately address the needs of the development.

DESIGN AND LANDSCAPING ELEMENTS:

The design and layout of the site were dictated by the desire to update the site, to provide safe pedestrian and traffic circulation, to provide an aesthetically pleasing location while also ensuring visibility and interaction with and encouragement of pedestrian traffic and to highlight the site as an entryway into the Town of West Hartford. The façade modifications were designed to provide excitement and interest while being flexible enough to provide for different possible tenants, without being cookie cutter or boring. Significant time was spent coming up with a design that would accomplish all of those goals without being too overpowering or inconsistent with surrounding development

The landscape design on the site was planned to accomplish several goals, which included compliance, to the extent possible, with the existing zoning requirements, provision of appropriate screening and aesthetically pleasing design that complements the modified buildings and site design.

WATER, SEWER AND STORMWATER CONSIDERATIONS:

Bohler Engineering ("BE") has prepared a Stormwater Drainage Analysis that is attached hereto as Enclosure H. In addition, BE has also contacted The Metropolitan District and the Health Director regarding availability of water and sewer to serve the project. Letters from each are attached hereto as Enclosures I and J and indicate that both water and sewer are available to service the proposed development of the Property. The Stormwater Drainage Analysis indicates both that the peak rates of stormwater runoff discharging to neighboring properties for the 2-, 10-, 25- and 100-year storm events will be less after development than prior to development. The report concludes that the proposed stormwater management design as presented in the Application will not pose any significant detrimental impacts to the environment surrounding the site.

NEIGHBORHOOD CONSIDERATIONS AND COMMUNITY OUTREACH:

The Applicant has retained Coursey & Company ("CC") to perform community outreach in conjunction with this project. A copy of CC's preliminary report is attached hereto as Enclosure F.

PURPOSE AND COMPLIANCE WITH POCD:

The Application is consistent with the goals and objectives of the Town's Plan of Conservation and Development, a discussion of which follows below.

Economic Development: The goal for economic development is to promote economic growth while retaining existing businesses and protecting the character of the surrounding neighborhood. Additional goals include promoting private investment and redevelopment of underutilized properties to achieve a higher level and quality of land use as well as promoting and reaffirming high quality development standards. The proposed redevelopment will certainly meet each of these goals, providing for significant private development to redevelop an old and tired shopping center to a higher level with quality design elements and tenants.

Traffic and Transportation: The goal for traffic and transportation is to promote a system that provides the best possible service, mobility, convenience and safety while reinforcing positive influences on the Town. The proposed redevelopment is ideally situated to provide both easy and convenient highway access, taking advantage of the regional roadway network, without adversely impacting Town streets, traffic and circulation and is served by excellent access to public transportation, with a bus stop inside the shopping center.

FINDINGS:

The modification of the existing SDD to allow the Applicant to redevelop a very tired and old property in Town, together with all attendant parking, landscaping, lighting and signage, is deemed appropriate for the following reasons as set forth in the Zoning Code Section 177-44B:

1. The proposed modifications as set forth in the Application are in harmony with the overall objectives of the Comprehensive Plan as they provide a high level of design while allowing for the redevelopment of an existing underutilized property.

2. The proposed SDD is superior to a plan possible under the regular standards of the Regulations because of the additional scrutiny allowed in the building design and layout process. In addition, the minimal substitute standards in the standards presented in the application will benefit the design and use of the Property by allowing for the economical redevelopment of the Property in a manner that will both allow for the proposed uses on the site while providing for enhanced landscaping, additional parking and a safer site configuration than what currently exists. An added bonus is that the redesign will bring the Property more closely into compliance

with current regulations than what exists out there today and what was previously approved for the site.

3. The proposed improvements are clearly in harmony with the neighborhood. Seritage has worked closely with Town staff and DRAC to ensure that the materials used in and the new facades of the redeveloped buildings will be appropriate for this area. The proposed improvements will not have a deleterious impact on the character of this area, on the neighboring residential uses or on the orderly permitted development of the adjacent commercial properties.

4. The total density of the development in terms of floor area and land coverage is not greater than permitted in the district in which the premises is located.

The proposed Ordinance, application fee and information required pursuant to Section 177-44 of the Zoning Ordinance are enclosed.

Respectfully submitted,
Seritage SRC Finance LLC

By: _____
Susan A. Hays
Updike, Kelly & Spellacy, P.C.
Its Attorney and Authorized Agent

Enclosures:

ENCLOSURE A – Description of property subject to SDD
ENCLOSURE B – Proposed Ordinance
ENCLOSURE C - Affidavit of Interest
ENCLOSURE D – Description of Proposed Uses
ENCLOSURE E – Community Outreach Report
ENCLOSURE F – Traffic Impact Study
ENCLOSURE G – Stormwater Drainage Analysis
ENCLOSURE H – Letter from The Metropolitan District
ENCLOSURE I – Letter from West Hartford Director of Health
ENCLOSURE J – Application Fee Check made payable to Town of West Hartford
ENCLOSURE K – Sign Design Criteria
ENCLOSURE L –Plan set entitled "The Corbin Collection, SDD #6 Modification Application for Proposed Commercial Development" prepared by Bohler Engineering, Inc. and SA Group LLC

ENCLOSURE A
Property Description

LIMITS OF SDD #6

Real property in the City of West Hartford, County of Hartford, State of Connecticut, described as follows:

All that certain plot, piece or piece or parcel of land, situate, lying and being in the Town of West Hartford, County of Hartford and State of Connecticut, on the southerly and easterly sides of New Britain Avenue, bounded as follows:

Beginning at a point in the southerly line of New Britain Avenue at the intersection thereof with the division line between the lands now or formerly of Maude Chatfield Gerth, on the east, and the premises herein described; running thence westerly and southerly along the southerly, southeasterly and easterly sides of said New Britain Avenue as follows:
Westerly along New Britain Avenue on a course to the left, the radius of which is 1166.6 feet, the central angle of which is 10 degrees 00 minutes 07 seconds and the chord of which is 203.39 feet a distance of 203.65 feet, said chord making an interior angle with the last mentioned course herein of 57 degrees 34 minutes 10 seconds to a West Hartford Highway boundstone;
Running thence westerly still along New Britain Avenue, at an interior angle of 174 degrees 59 minutes 57 seconds with the last described chord, a distance of 624.98 feet to a West Hartford Highway boundstone;
Running thence westerly still along New Britain Avenue on a curve to the left, the radius of which is 912.47 feet, the central angle of which is 3 degrees 05 minutes 43 seconds and the chord of which is 49.29 feet, a distance of 49.29 feet, said chord making an interior angle with the last described course of 178 degrees 27 minutes 10 seconds, to a West Hartford Highway boundstone;
Running thence westerly still along New Britain Avenue at an interior angle of 178 degrees 27 minutes 10 seconds with the last described chord, a distance of 44.33 feet to a highway marker;
Running thence southwesterly still along New Britain Avenue at an interior angle of 145 degrees 08 minutes 20 seconds with the last described course a distance of 141.87 feet to a highway marker;
Running thence southwesterly still along New Britain Avenue on a curve to the right, the radius of which is 200 feet, a distance of 236 feet to a highway marker;
Running thence southwesterly still along New Britain Avenue 142.10 feet to a highway marker;
Running thence southerly still along New Britain Avenue on a curve to the left, the radius of which is 912.47 feet, the central angle of which is 9 degrees 11 minutes 34 seconds a distance of 146.40 feet, the chord of which makes an interior angle of 145 degrees 25 minutes with the last mentioned course, to a highway marker;
Running thence southerly still along New Britain Avenue at an interior angle of 166 degrees 48 minutes with the chord of the last described line, a distance of 193.35 feet;
Running thence easterly along other land of the grantor on a straight line forming an interior angle of 88 degrees 33 minutes 32 seconds with the last mentioned course a distance of 583.44 feet;
Running thence northerly along said other land of the grantor on a straight line forming an interior angle of 91 degrees 45 minutes 35 seconds with the last mentioned course a distance of 95 feet;
Running thence easterly along said other land of the grantor at right angles to the last mentioned course a distance of 415.67 feet;
Running thence northerly along land now or formerly of Suburban Development Corp., along a line forming an interior angle of 97 degrees 02 minutes 51 seconds with the last mentioned courses a distance of 366.84 feet;
Running thence still northerly along land now or formerly of Maude Chatfield Gerth along a line forming an interior angle of 169 degrees 14 minutes 53 seconds with the last mentioned course a distance of 126.26 feet;
Running thence still northerly along land now or formerly of Maude Chatfield Gerth along a line forming an interior angle of 136 degrees 17 minutes 52 seconds with the last mentioned course a distance of 665.15 feet to a point in the southerly line of New Britain Avenue at the point or place of beginning.

Said parcel is bounded easterly by land now or formerly of Maude Chatfield Gerth and land now or formerly of Suburban Development Corporation and by other land of the grantor herein in part by east. Southerly by other land or the grantor herein and Westerly north Westerly and northerly by New Britain Avenue.

Less and exception therefrom the land described in Certificate of Condemnation by the State of Connecticut dated August 2, 1963 and recorded in Volume 369, Page 308 of the West Hartford Land Records, and in Quit-Claim Deed from Sears, Roebuck and Co. to the State of Connecticut dated July 17, 1964 and recorded in Volume 388, Page 75 of the West Hartford Land Records.

ENCLOSURE B
Proposed Ordinance

An Ordinance Amending the Zoning Regulations
of the Town of West Hartford

BE IT ORDAINED BY THE TOWN COUNCIL OF WEST HARTFORD:

That the boundaries and districts shown on the Building Zone Map entitled "REVISED ZONING MAP, TOWN OF WEST HARTFORD, CONNECTICUT," which map is on file in the Town Clerk's Office of the Town of West Hartford, Connecticut, be and is hereby amended as follows:

The SDD #6 zoning district designation for 1445 New Britain Avenue "SDD Area" adopted on May 10, 1960 and subsequently amended to and through June 24, 2014 be modified and amended all in accordance with a set of plans entitled "The Corbin Collection, SDD #6 Modification Application for Proposed Commercial Development" per the cover sheet, being sheet G1.0 , which set of plans consists of 50 sheets, including the cover sheet, to allow redevelopment of an existing retail building and an existing auto center with attendant parking, landscaping, lighting and signage all as set forth in the plans filed with this Application as those plans may be changed, approved by the West Hartford Town Council and filed on the West Hartford Land Records. The property for which this SDD #6 modification is requested is 1445 New Britain Avenue and is more particularly bounded and described below.

The SDD Area is described as follows:

Real property in the City of West Hartford, County of Hartford, State of Connecticut, described as follows:

All that certain plot, piece or piece or parcel of land, situate, lying and being in the Town of West Hartford, County of Hartford and State of Connecticut, on the southerly and easterly sides of New Britain Avenue, bounded as follows:

Beginning at a point in the southerly line of New Britain Avenue at the intersection thereof with the division line between the lands now or formerly of Maude Chatfield Gerth, on the east, and the premises herein described; running thence westerly and southerly along the southerly, southeasterly and easterly sides of said New Britain Avenue as follows:
Westerly along New Britain Avenue on a course to the left, the radius of which is 1166.6 feet, the central angle of which is 10 degrees 00 minutes 07 seconds and the chord of which is 203.39 feet a distance of 203.65 feet, said chord making an interior angle with the last mentioned course herein of 57 degrees 34 minutes 10 seconds to a West Hartford Highway boundstone;
Running thence westerly still along New Britain Avenue, at an interior angle of 174 degrees 59 minutes 57 seconds with the last described chord, a distance of 624.98 feet to a West Hartford Highway boundstone;
Running thence westerly still along New Britain Avenue on a curve to the left, the radius of which is 912.47 feet, the central angle of which is 3 degrees 05 minutes 43 seconds and the chord of which is 49.29 feet, a distance of 49.29 feet, said chord making an interior angle with the last described course of 178 degrees 27 minutes 10 seconds, to a West Hartford Highway boundstone;
Running thence westerly still along New Britain Avenue at an interior angle of 178 degrees 27 minutes 10 seconds with the last described chord, a distance of 44.33 feet to a highway marker;
Running thence southwesterly still along New Britain Avenue at an interior angle of 145 degrees 08 minutes 20 seconds with the last described course a distance of 141.87 feet to a highway marker;
Running thence southwesterly still along New Britain Avenue on a curve to the right, the radius of which is 200 feet, a distance of 236 feet to a highway marker;
Running thence southwesterly still along New Britain Avenue 142.10 feet to a highway marker;
Running thence southerly still along New Britain Avenue on a curve to the left, the radius of which is 912.47 feet, the central angle of which is 9 degrees 11 minutes 34 seconds a distance of 146.40 feet, the chord of which makes an interior angle of 145 degrees 25 minutes with the last mentioned course, to a highway marker;
Running thence southerly still along New Britain Avenue at an interior angle of 166 degrees 48 minutes with the chord of the last described line, a distance of 193.35 feet;
Running thence easterly along other land of the grantor on a straight line forming an interior angle of 88 degrees 33 minutes 32 seconds with the last mentioned course a distance of 583.44 feet;
Running thence northerly along said other land of the grantor on a straight line forming an interior angle of 91 degrees 45 minutes 35 seconds with the last mentioned course a distance of 95 feet;
Running thence easterly along said other land of the grantor at right angles to the last mentioned course a distance of 415.67 feet;
Running thence northerly along land now or formerly of Suburban Development Corp., along a line forming an interior angle of 97 degrees 02 minutes 51 seconds with the last mentioned courses a distance of 366.84 feet;
Running thence still northerly along land now or formerly of Maude Chatfield Gerth along a line forming an interior angle of 169 degrees 14 minutes 53 seconds with the last mentioned course a distance of 126.26 feet;
Running thence still northerly along land now or formerly of Maude Chatfield Gerth along a line forming an interior angle of 136 degrees 17 minutes 52 seconds with the last mentioned course a distance of 665.15 feet to a point in the southerly line of New Britain Avenue at the point or place of beginning.

Said parcel is bounded easterly by land now or formerly of Maude Chatfield Gerth and land now or formerly of Suburban Development Corporation and by other land of the grantor herein in part by east. Southerly by other land or the grantor herein and Westerly north Westerly and northerly by New Britain Avenue.

Less and exception therefrom the land described in Certificate of Condemnation by the State of Connecticut dated August 2, 1963 and recorded in Volume 369, Page 308 of the West Hartford Land Records, and in Quit-Claim Deed from Sears, Roebuck and Co. to the State of Connecticut dated July 17, 1964 and recorded in Volume 388, Page 75 of the West Hartford Land Records.

ENCLOSURE C
Affidavit of Interest

AFFIDAVIT OF INTEREST

The undersigned, being duly sworn, hereby deposes and says that, to the best of his ability:

The names and addresses of any persons firms or corporations having a direct or indirect interest in a personal or financial sense in the request by Seritage SRC Finance, LLC for a modification to SDD #6 for 1445 New Britain Avenue, West Hartford, Connecticut are as follows:

Seritage SRC Finance LLC, 489 Fifth Avenue, 18th Floor, New York, NY 10017;

FW CT–Corbins Corner Shopping Center, LLC, One Independent Drive, Suite 114, Jacksonville, FL 32202.

In Witness Whereof, the undersigned has executed this Affidavit on the 14 day of November, 2016.

Printed Name: James Bry

STATE OF NEW YORK)
) ss: _____
COUNTY OF New York)

Subscribed and sworn to before me this 14 day of November, 2016.

CLAIRE N. DURRANT NOTARY PUBLIC STATE OF NEW YORK NO. 01DU6334959 QUALIFIED IN NEW YORK COUNTY COMM. EXP. 12/28/2019

Notary Public Claire N. Durrant
My Commission Expires: 12/28/2019

ENCLOSURE D
Description of Proposed Uses

The Applicant proposes to redevelop the existing buildings on the site as shown on the plans submitted as part of the Application. The original Sears building was constructed sometime in the 1950's. Since then, there have been minimal changes to both the buildings and the site, both of which are in dire need of updating and redevelopment. The redeveloped Sears building will contain 151,750 square feet and the redeveloped auto center will contain 34,250 square feet (which includes 13,300 SF of unusable basement space). It is intended that the uses in the Sears building will be primarily retail while the redeveloped auto center will include both retail and restaurant uses. The revised parking area will result in an increase of 58 parking spaces, bringing the total number of parking spaces at the shopping center to 1,689 spaces, resulting in a parking ratio for the overall Corbin's Corner center of approximately 4.35 spaces per 1,000 SF of building, a better ratio than what exists out there today, which is approximately 4.19 spaces per 1,000 SF of building. In addition, the parking areas will be modified as shown on the plan to provide for safer circulation for both vehicles and pedestrians and for additional landscaping. Existing landscaping will be cleaned up and updated. The overall feel of the redeveloped center will be more up-to-date, vibrant and welcoming.

ENCLOSURE E
Community Outreach Report

Coursey & Company
Public Affairs Communications

PO Box 271834 * West Hartford, CT 06127
860 232-9800 * chuck@courseyco.com

November 10, 2016

TO: West Hartford Town Planning and Zoning Commission
West Hartford Town Council

FROM: Chuck Coursey

RE: Preliminary Community Neighborhood Outreach Report
Modification of SDD #6; 1445-1459 New Britain Avenue, West Hartford, Connecticut

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Please find a preliminary outreach summary of contacts with neighbors of Seritage's Modification of SDD #6; 1445-1459 New Britain Avenue, West Hartford, Connecticut. Outreach is a daily activity and will continue until all Town public hearings and meetings have been closed. Updated outreach reports will be provided at each public hearing.

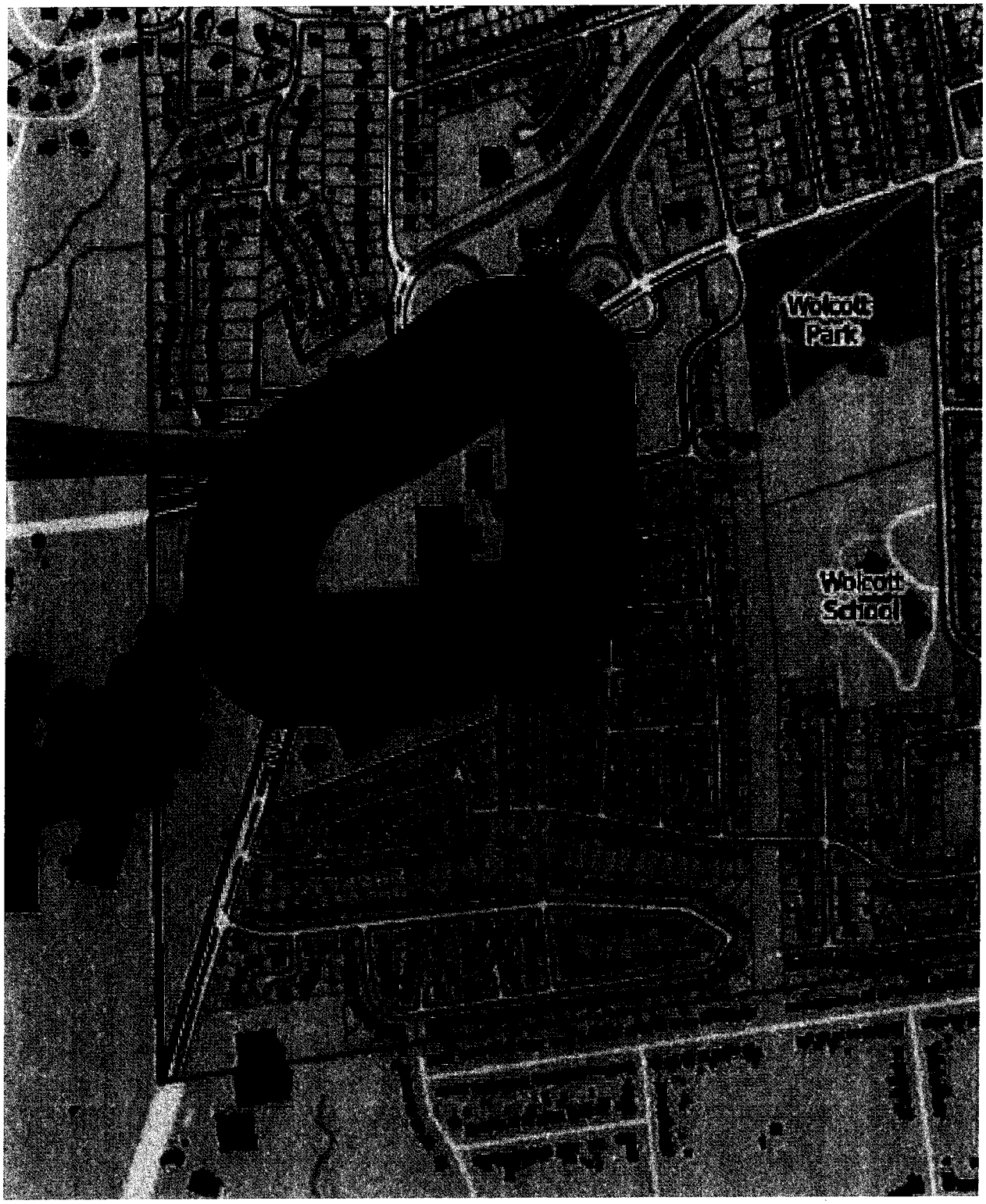
A total of 51 residential homes and businesses are all being approach individually. A breakdown of residential homes by street is as follows:

- Elmfield Street 2 homes
- Burnham Drive 21 homes
- Fowler Drive 3 homes
- Gerthmere Drive 17 homes

Please see attached outreach map and list of neighboring homes and businesses that will be approached.

In addition to neighboring homes and businesses, I will also be reaching out to the Elmwood Business Association and the West Hartford Chamber of Commerce's Economic Development Committee. Local media, including the Hartford Courant, we-ha.com, the West Hartford News, West Hartford Press and West Hartford Life will also be provided project information

Please feel free to contact me at 860-232-9800 with any questions.


Wolcott
Park
Wolcott
School

DEVKOTA ARJUN + RUPA
or Current Property Owner
35 BURNHAM DRIVE

WEST HARTFORD, CT 06110

CEDAR OF NEW ENGLAND LTD C/ O CENTER ENTERPRISES , INC
or Current Property Owner
1328 DUBLIN ROAD STE 300

COLUMBUS, OH 43215

FW CT - CORBINS CORNER SHOPPING CENTER LLC
or Current Property Owner
C/ O PROPERTY TAX DEPARTMENT
P.O. BOX 790830
SAN ANTONIO, TX 78279-0830

GRECO SALVATORE A + KRISTINE M
or Current Property Owner
3 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

GIFFORD, MARJORIE K
or Current Property Owner
26 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

KNIGHT, GEORGE F KNIGHT, LILLIAN G
or Current Property Owner
293 ELMFIELD STREET

WEST HARTFORD, CT 06110

WEST FARMS MALL LLC
or Current Property Owner
ATTN R/ E TAX DEPT MARK PARISH
200 EAST LONG LAKE RD STE 300
BLOOMFIELD HILLS, MI 48304

STALK CRAIG J + KATHLEEN M
or Current Property Owner
24 FOWLER DRIVE

WEST HARTFORD, CT 06110

FLAIG SALLY
or Current Property Owner
27 GERTHMERE DRIVE

W HARTFORD, CT 06110

ADAMSONS VELGA B
or Current Property Owner
16 BURNHAM DRIVE

WEST HARTFORD, CT 06110

TAMONEY THOMAS H TR
or Current Property Owner
22 BURNHAM DRIVE

WEST HARTFORD, CT 06110

NDIBE OKEY + SHERINATU FAFUNWA- NDIBE
or Current Property Owner
32 BURNHAM DRIVE

WEST HARTFORD, CT 06110

PRAZERES ADEMIR M
or Current Property Owner
11 BURNHAM DRIVE

WEST HARTFORD, CT 06110

DUCHESNEAU JUNE A
or Current Property Owner
15 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

FITZGERALD KATHRYN S
or Current Property Owner
25 BURNHAM DRIVE

W HARTFORD, CT 06110

HILBORN KRISTINA J TR
or Current Property Owner
2 BURNHAM DRIVE

WEST HARTFORD, CT 06110

BARRETT SILVIA
or Current Property Owner
26 BURNHAM DRIVE

WEST HARTFORD, CT 06110

KILIAN LEONARD F EST + MARY E
or Current Property Owner
37 BURNHAM DRIVE

W HARTFORD, CT 06110

DULNUAN ARLYN
or Current Property Owner
289 ELMFIELD STREET

W HARTFORD, CT 06110

MORRIS RHEA E
or Current Property Owner
C/ O PAMELA R HERSHINSON CONS
65 LASALLE RD STE 209
WEST HARTFORD, CT 06107

CRUZ CARMELO + GLADYS
or Current Property Owner
29 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

RILEY MARK A + DEPAOLO ANDREA
or Current Property Owner
24 BURNHAM DRIVE

WEST HARTFORD, CT 06110

OZARK, CAROLE
or Current Property Owner
29 FOWLER DRIVE

WEST HARTFORD, CT 06110

CATUCCI ANTHONY T JR + JANET A
or Current Property Owner
18 BURNHAM DRIVE

W HARTFORD, CT 06110

GEDICKS BRIAN J + SARAH M
or Current Property Owner
22 GERTHMERE DRIVE

W HARTFORD, CT 06110

MURILLO ABRAHAM
or Current Property Owner
806 NEW BRITAIN AVENUE

HARTFORD, CT 06106

SINGH SUNITA + SARABJIT
or Current Property Owner
91-33 LEFFERTS BLVD #1

RICHMOND HILL, NY 11418

FEDERATED RETAIL HOLDINGS INC
or Current Property Owner
7 WEST SEVENTH STREET
ATTN TAX DEPARTMENT
CINCINNATI, OH 45202

IMRAN TAHA + SHAFI IMRAN M
or Current Property Owner
10 BURNHAM DRIVE

WEST HARTFORD, CT 06110

GRESH MARY ANN
or Current Property Owner
12 BURNHAM DRIVE

WEST HARTFORD, CT 06110

GUILLET MICHAEL J + LILA K
or Current Property Owner
31 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

DEKA JASON P
or Current Property Owner
29 BURNHAM DRIVE

WEST HARTFORD, CT 06110

COTE LOUIS PHILIP + SUSAN J
or Current Property Owner
1 CHATFIELD DRIVE APT 124

WEST HARTFORD, CT 06110

OUTLET BROADCASTING INC
or Current Property Owner
ONE COMCAST CENTER 32 FLR

PHILADELPHIA, PA 19103

DENAULT KENNETH G + DONNA L
or Current Property Owner
23 BURNHAM DRIVE

WEST HARTFORD, CT 06110

PANDIT SANATKUMER K EST
or Current Property Owner
C/ O ASHVIN PANDIT CO- CONS
71 HIGHVIEW ROAD
SOUTH WINDSOR, CT 06074

PARKER CLAYTON C + NINA S L/ U PARKER CLAYTON C JR
or Current Property Owner
19 BURNHAM DRIVE

WEST HARTFORD, CT 06110

PHAM DOX + NHUNG KATHY B VU
or Current Property Owner
3 BURNHAM DRIVE

W HARTFORD, CT 06110

BROOKDALE LIVING COMMUNITIES OF CONNECTICUT- WH INC
or Current Property Owner
500 NORTH DEARBORN ST STE 400

CHICAGO, IL 60654

SALAS MOISES + GLEDIS
or Current Property Owner
53 OAK RIDGE LANE

WEST HARTFORD, CT 06107

LEON MAURITA + CARLOS RUIZ
or Current Property Owner
23 GERTHMERE DRIVE

W HARTFORD, CT 06110

JEFFREYS SARAH L
or Current Property Owner
17 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

NARDI, WILLIAM J VONMINDEN- NARDI, HELGA I
or Current Property Owner
35 GERTHMERE DRIVE

W HARTFORD, CT 06110

KINDSTROM LEILA
or Current Property Owner
31 BURNHAM DRIVE

W HARTFORD, CT 06110

GENCA MARIA
or Current Property Owner
7 BURNHAM DRIVE

WEST HARTFORD, CT 06110

ADAM LEONARD + ANNE
or Current Property Owner
7 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

ALMEIDA PATRICIA LUCAS + ALMEIDA NELSON LUCAS
or Current Property Owner
17 BURNHAM DRIVE

WEST HARTFORD, CT 06110

HUNTER MICHAEL + ALYSSA
or Current Property Owner
9 GERTHMERE DRIVE

W HARTFORD, CT 06110

WHITNEY BRUCE G + MARY P
or Current Property Owner
6 BURNHAM DRIVE

WEST HARTFORD, CT 06110

LOVE, KATIE L
or Current Property Owner
18 GERTHMERE DRIVE

WEST HARTFORD, CT 06110

LUCCO ROBERT J + MARIA I
or Current Property Owner
33 FOWLER DRIVE

WEST HARTFORD, CT 06110

ENCLOSURE F
Traffic Impact Study

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

McMAHON ASSOCIATES
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November 8, 2016

Mr. Todd Dumais
Town Planner
Town of West Hartford
50 South Main Street
West Hartford, CT 06107

RE: Traffic Assessment
Sears Property Redevelopment
West Hartford, Connecticut

McMahon Associates has conducted a traffic assessment for the redevelopment of the existing Sears property within the Corbin's Corner Shopping Center located on New Britain Avenue (Route 71) in West Hartford, CT. The assessment includes a review of the existing traffic volumes at the intersection of New Britain Avenue (Route 71) and Ridgewood Road/Sears Driveway, the expected trip generation associated with the redevelopment, a parking evaluation, and proposed project improvements.

Project Description

The Sears project site is located directly south of the intersection of New Britain Avenue (Route 71) at Ridgewood Road, within the Corbin's Corner Shopping Center. The proposed project would consist of the redevelopment of the existing 186,838 square feet of building including the Sears and Sears Auto Center into approximately 186,000 square feet of new retail space. The proposed redevelopment would also include an increase of 58 parking spaces in the proximity to the redeveloped buildings. Access to Corbin's Corner and the Sears project site would not be significantly changed but improvements to the intersection of New Britain Avenue (Route 71) and Ridgewood Road are proposed as part of the project.

Existing Traffic Volumes

To assess the existing peak hour conditions, traffic volume counts at the intersection of New Britain Avenue (Route 71) and Ridgewood Road/Sears Driveway were collected on Friday, June 3, 2016 from 4:00 PM to 6:00 PM and on Saturday, June 4, 2016 from 11:00AM to 2:00 PM. The weekday afternoon peak hour at the intersection was shown to occur between 4:30 PM and 5:30 PM and the Saturday midday peak hour was shown to occur between 12:00 PM and 1:00 PM. The existing traffic volumes at the intersection of New Britain Avenue (Route 71) and Ridgewood Road/Sears Driveway are depicted in Figure 1 attached to this letter.

Trip Generation

The Institute of Transportation Engineers (ITE) is a national research organization of transportation professionals. Their publication, *Trip Generation, 9th Edition* provides traffic generation information for various land uses compiled from studies conducted by members nationwide. Vehicle trip estimates for both the existing and the proposed land uses were developed based on data presented in this publication. This reference establishes vehicle trip rates (in this case expressed in trips per 1,000 square feet) based on actual traffic counts conducted at similar existing facilities.

In order to determine a potential increase in traffic that would be expected to be generated by the proposed redevelopment project, the difference between what currently occupies the site (Sears and Sear Auto Center) and what is proposed (restaurant and retail space) should be considered. A trip generation estimate of the existing Sears property was completed by reviewing ITE data for the Land Use Code 943 (Automobile Parts and Service Center) and Land Use Code 820 (Shopping Center).

Vehicle trip estimates for the proposed redevelopment were determined based on data for Land Use Code 932 (High-Turnover (Sit-Down) Restaurant) and Land Use Code 820 (Shopping Center). The proposed redevelopment is expected to include approximately 9,000 square feet of restaurant space and approximately 177,000 square feet of retail space. The ITE data was applied to each land use based on these expected sizes. Table 1 presents the trip generation estimates for the existing Sears property, the proposed redevelopment and the change in generated trips.

Table 1: Vehicular Trip Generation

		Weekday PM Peak Hour			Saturday Midday Peak Hour		
Description	**Size**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Existing Project Trips[1]	186,838 s.f.	446	502	948	703	674	1,377
Total Proposed Project Trips[2]	186,000 s.f.	474	493	967	726	668	1,394
Change in Site Trips[3]		28	(9)	19	23	(6)	17

(1) Based on 34,150 s.f. of Automobile Parts and Service Center and 152,688 s.f. of Shopping Center

(2) Based on 9,000 s.f. of High-Turnover Restaurant and 177,000 s.f. of Shopping Center

(3) Difference between existing and proposed trip generation estimates

As shown in Table 1, the total additional trips at the site will increase by approximately 19 vehicle trips (an increase of 28 entering vehicles and a decrease of 9 exiting vehicles) during the weekday afternoon peak hour and by approximately 17 vehicle trips (an increase of 23 entering vehicles and a decrease of 6 exiting vehicles) during the Saturday midday peak hour. A portion of these additional vehicle trips

would be expected to be pass-by trips. However, for the purposes of this analysis, no pass-by credits were applied to the vehicle trips summarized in Table 1.

It should be noted that the actual trips for the current and proposed land uses may be different than what is reported in Table 1. This memorandum is intended to provide a theoretical comparison of the existing and proposed vehicle trips generated. The application of the ITE land use codes described above was utilized in order to present a conservative analysis. Typically, Land Use Code 820 (Shopping Center) would be applied to all of the existing and proposed land uses given the location of the project site within the Corbin's Corner Shopping Center. As discussed previously in this letter, the overall square footage of the buildings on the Sears property is proposed to decrease. Therefore, if the Shopping Center Land Use Code were to be applied to both the existing and proposed building sizes, a net decrease in the number of trips expected the access to project site would be calculated.

Future Year Traffic Volumes

Traffic growth is generally a function of changes in motor vehicle use and expected land development within the area. In order to predict a rate at which traffic on the study area roadways can be expected to grow during the two-year forecast period (2016 to 2018) historic traffic growth was reviewed. A growth rate of two percent (2%) per year was used to increase traffic volumes on New Britain Avenue (Route 71) and Ridgewood Road. Based on discussions with ConnDOT, a 1% per year growth rate was identified for this area, but in order to be more conservative and capture potential other future developments the 2% per year growth rate was selected. The 2016 Existing peak hour traffic volumes were grown by 2% per year over the two-year study horizon to establish the 2018 base future traffic volumes. The vehicle trips associated with the proposed redevelopment were then added resulting in the 2018 Future Year peak hour traffic volumes. Although Table 1 shows a decrease in exiting vehicle trips, no trips were removed from the network, in order to present a conservative analysis. The 2018 Future Year peak hour traffic volumes are presented in Figure 2 attached to this letter.

Capacity Analysis

Based on standard methodologies contained in the *Highway Capacity Manual* (HCM), a detailed level-of-service (LOS) analysis was performed for the 2018 Future Year conditions during the weekday afternoon and Saturday midday peak hours at the intersection of New Britain Avenue (Route 71) at Ridgewood Street and the Sears Driveway. Detailed analysis results are provided as an attachment to this assessment. Table 2 summarizes the 2018 Future Year capacity/level-of-service analysis during each of the peak hours.

Table 2: 2018 Future Year Capacity Analysis

Intersection		LOS[1]	Delay[2]	V/C[3]
New Britain Avenue (Route 71) at Ridgewood Road and Sears Driveway	PM	C	26.1	0.81
	SAT	C	26.4	0.80

(1) Overall Level-of-Service
(2) Average vehicle delay, in seconds
(3) Volume to capacity ratio

The capacity analysis indicates that the signalized intersection of New Britain Avenue (Route 71) at Ridgewood Road and the Sears Driveway is expected to operate at an overall LOS C during the weekday afternoon and Saturday midday peak hours with the proposed project in place. All movements at the intersection are shown to operate well under capacity. Calculated queues are not shown to block adjacent signalized intersections during each of the peak hours studied.

Parking Evaluation

The existing Corbin's Corner Shopping Center and Sears property provide a total of 1,631 parking spaces. The proposed Sears property redevelopment is expected to add 58 parking spaces to the existing parking supply resulting in a total of 1,689 total parking spaces.

As part of a parking demand analysis completed for the Corbin's Corner Shopping Plaza by BL Companies, peak period parking counts were conducted on Saturday, December 21, 2013. Saturdays in December typically reflect the peak parking demand for retail uses. Based on the demand analysis, which accounted for the construction of the Jared Jewelry project, a surplus of over 300 parking spaces during the December peak period was identified within the Corbin's Corner Shopping Plaza and Sears property. The demand analysis also noted that the parking areas within the Sears property typically had an excess of parking.

Based on the analysis completed by BL Companies and given consideration that the project proposes to increase the number of parking spaces, the proposed redevelopment is expected to provide adequate parking.

Project Improvements

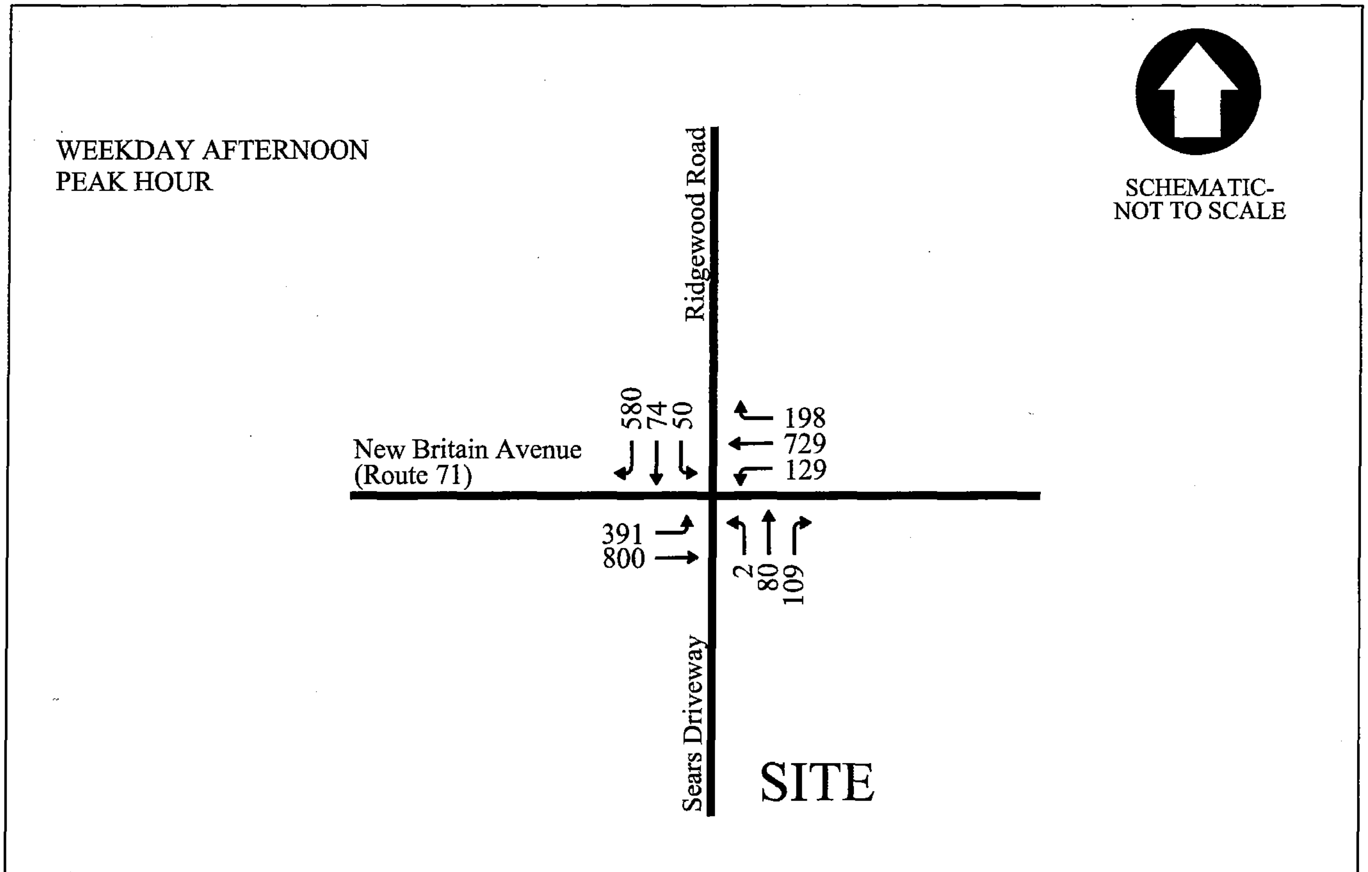
As part of the proposed Sears property redevelopment, improvements are proposed at the intersection of New Britain Avenue (Route 71) at Ridgewood Road and the Sears Driveway. The improvements at the intersection are proposed to include minor realignment of the northbound Sears Driveway approach. The approach would remain as a two lane approach providing a shared left-turn/through lane and an exclusive right-turn lane. The proposed improvements would update the geometry of the northbound approach to provide a better alignment with the signalized intersection.

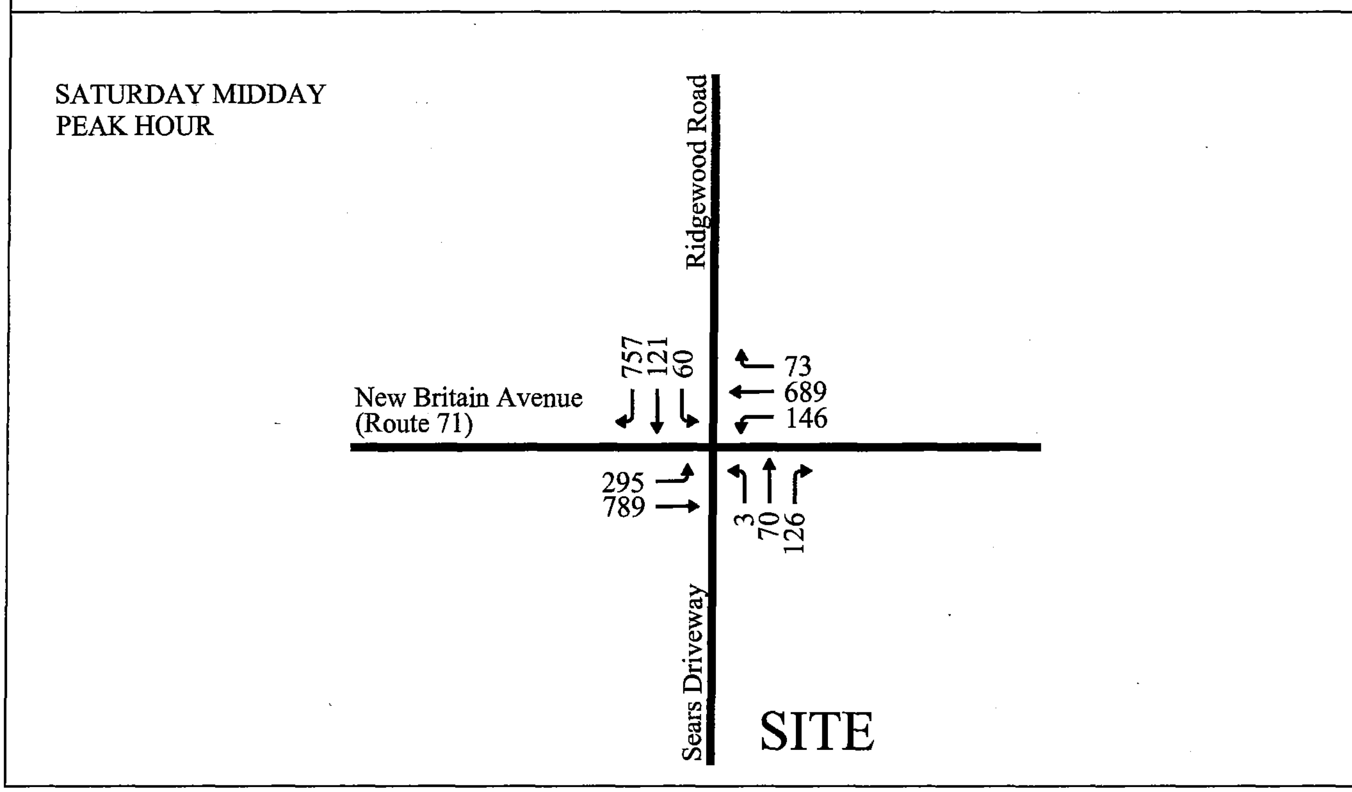
Based on a review of the proposed Sears property redevelopment, the project is not expected to have a significant impact on the traffic operations of the adjacent roadways and intersections.

If you have any questions or require any further information, please do not hesitate to contact us.

Sincerely,

Jason T. Adams, P.E., PTOE
General Manager - Boston





McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

Figure 1
2016 Peak Hour Volumes
Sears Property Redevelopment
West Hartford, Connecticut

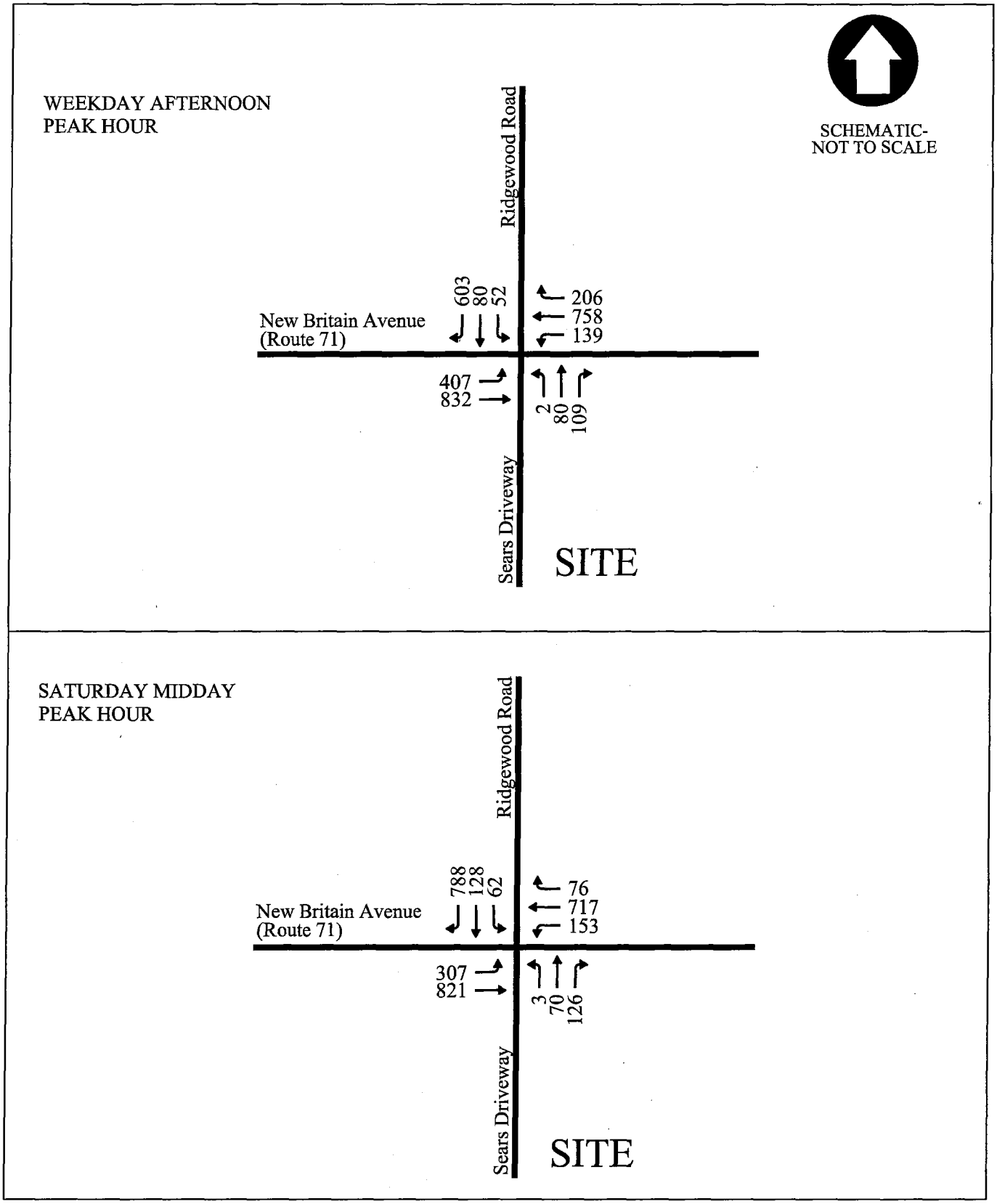


Figure 2
2018 Future Peak Hour Volumes
Sears Property Redevelopment
West Hartford, Connecticut

ATTACHMENT A

Traffic Count Data

Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

P.M. TRAFFIC COUNTS (4:00 p.m to 6:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 985-1F
Site Code : 00000001
Start Date : 6/3/2016
Page No : 1

Groups Printed- ALL VEHICLES - TRUCKS - BUSES

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	147	29	13	189	57	167	30	254	24	12	0	36	0	198	97	295	774
04:15 PM	133	19	6	158	51	154	37	242	27	15	0	42	0	148	92	240	682
04:30 PM	147	22	11	180	41	164	29	234	36	30	1	67	0	214	87	301	782
04:45 PM	136	20	12	168	49	180	30	259	27	17	0	44	0	196	107	303	774
Total	563	90	42	695	198	665	126	989	114	74	1	189	0	756	383	1139	3012
05:00 PM	142	17	12	171	64	191	31	286	30	18	0	48	0	203	97	300	805
05:15 PM	155	15	15	185	44	194	39	277	16	15	1	32	0	187	100	287	781
05:30 PM	161	18	11	190	47	191	20	258	30	17	0	47	0	190	81	271	766
05:45 PM	156	19	10	185	43	166	39	248	25	12	0	37	0	172	54	226	696
Total	614	69	48	731	198	742	129	1069	101	62	1	164	0	752	332	1084	3048
Grand Total	1177	159	90	1426	396	1407	255	2058	215	136	2	353	0	1508	715	2223	6060
Apprch %	82.5	11.2	6.3		19.2	68.4	12.4		60.9	38.5	0.6		0	67.8	32.2		
Total %	19.4	2.6	1.5	23.5	6.5	23.2	4.2	34	3.5	2.2	0	5.8	0	24.9	11.8	36.7	
ALL VEHICLES	1170	158	90	1418	392	1392	255	2039	203	133	2	338	0	1505	715	2220	6015
% ALL VEHICLES	99.4	99.4	100	99.4	99	98.9	100	99.1	94.4	97.8	100	95.8	0	99.8	100	99.9	99.3
TRUCKS	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
% TRUCKS	0.2	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0
BUSES	5	1	0	6	4	14	0	18	12	3	0	15	0	3	0	3	42
% BUSES	0.4	0.6	0	0.4	1	1	0	0.9	5.6	2.2	0	4.2	0	0.2	0	0.1	0.7

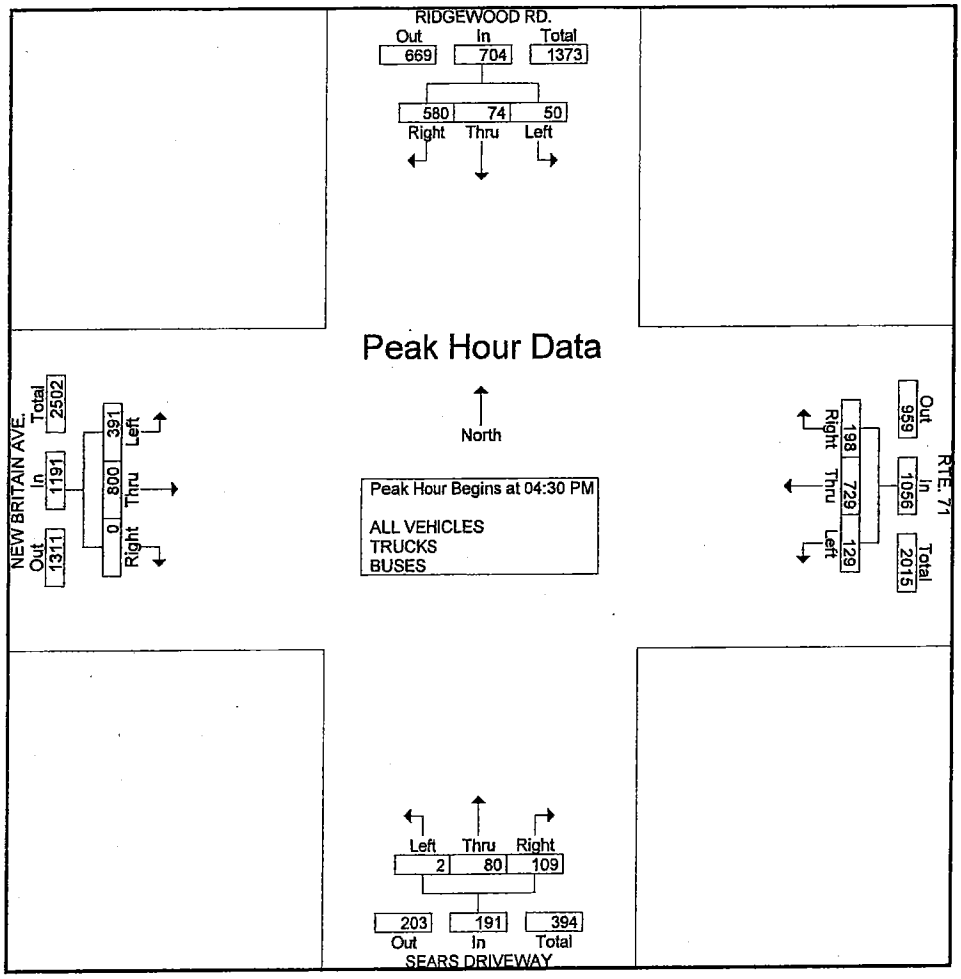
Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

P.M. TRAFFIC COUNTS (4:00 p.m to 6:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

ALL VEHICLES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 985-1F
Site Code : 00000001
Start Date : 6/3/2016
Page No : 3

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	147	**22**	11	180	41	164	29	234	**36**	**30**	**1**	**67**	0	**214**	87	301	782
04:45 PM	136	20	12	168	49	180	30	259	27	17	0	44	0	196	**107**	**303**	774
05:00 PM	142	17	12	171	**64**	191	31	**286**	30	18	0	48	0	203	97	300	**805**
05:15 PM	**155**	15	**15**	**185**	44	**194**	**39**	277	16	15	1	32	0	187	100	287	781
Total Volume	580	74	50	704	198	729	129	1056	109	80	2	191	0	800	391	1191	3142
% App. Total	82.4	10.5	7.1		18.8	69	12.2		57.1	41.9	1		0	67.2	32.8		
PHF	.935	.841	.833	.951	.773	.939	.827	.923	.757	.667	.500	.713	.000	.935	.914	.983	.976



Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

P.M. TRAFFIC COUNTS (4:00 p.m to 6:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

CARS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 985-1F
Site Code : 00000001
Start Date : 6/3/2016
Page No : 5

Groups Printed- ALL VEHICLES

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	146	29	13	188	55	166	30	251	23	12	0	35	0	198	97	295	769
04:15 PM	132	19	6	157	51	150	37	238	26	15	0	41	0	147	92	239	675
04:30 PM	144	22	11	177	41	164	29	234	34	29	1	64	0	214	87	301	776
04:45 PM	136	20	12	168	49	178	30	257	26	17	0	43	0	195	107	302	770
Total	558	90	42	690	196	658	126	980	109	73	1	183	0	754	383	1137	2990
05:00 PM	141	17	12	170	62	190	31	283	28	17	0	45	0	203	97	300	798
05:15 PM	155	15	15	185	44	192	39	275	15	15	1	31	0	186	100	286	777
05:30 PM	160	18	11	189	47	189	20	256	28	17	0	45	0	190	81	271	761
05:45 PM	156	18	10	184	43	163	39	245	23	11	0	34	0	172	54	226	689
Total	612	68	48	728	196	734	129	1059	94	60	1	155	0	751	332	1083	3025
Grand Total	1170	158	90	1418	392	1392	255	2039	203	133	2	338	0	1505	715	2220	6015
Apprch %	82.5	11.1	6.3		19.2	68.3	12.5		60.1	39.3	0.6		0	67.8	32.2		
Total %	19.5	2.6	1.5	23.6	6.5	23.1	4.2	33.9	3.4	2.2	0	5.6	0	25	11.9	36.9	

Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

P.M. TRAFFIC COUNTS (4:00 p.m to 6:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

TRUCKS
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 985-1F
Site Code : 00000001
Start Date : 6/3/2016
Page No : 7

Groups Printed- TRUCKS

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Grand Total	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Apprch %	100	0	0		0	100	0		0	0	0		0	0	0		
Total %	66.7	0	0	66.7	0	33.3	0	33.3	0	0	0	0	0	0	0	0	

Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

P.M. TRAFFIC COUNTS (4:00 p.m to 6:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

BUSES
PEAK HOUR
4:30 TO 5:30 P.M.

File Name : 985-1F
Site Code : 00000001
Start Date : 6/3/2016
Page No : 9

Groups Printed- BUSES

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	0	0	1	2	1	0	3	1	0	0	1	0	0	0	0	5
04:15 PM	1	0	0	1	0	4	0	4	1	0	0	1	0	1	0	1	7
04:30 PM	2	0	0	2	0	0	0	0	2	1	0	3	0	0	0	0	5
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
Total	4	0	0	4	2	7	0	9	5	1	0	6	0	2	0	2	21
05:00 PM	0	0	0	0	2	1	0	3	2	1	0	3	0	0	0	0	6
05:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
05:30 PM	1	0	0	1	0	1	0	1	2	0	0	2	0	0	0	0	4
05:45 PM	0	1	0	1	0	3	0	3	2	1	0	3	0	0	0	0	7
Total	1	1	0	2	2	7	0	9	7	2	0	9	0	1	0	1	21
Grand Total	5	1	0	6	4	14	0	18	12	3	0	15	0	3	0	3	42
Apprch %	83.3	16.7	0		22.2	77.8	0		80	20	0		0	100	0		
Total %	11.9	2.4	0	14.3	9.5	33.3	0	42.9	28.6	7.1	0	35.7	0	7.1	0	7.1	

Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

Mid-day TRAFFIC COUNTS (11:00 a.m to 2:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

ALL VEHICLES
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 985-1S
Site Code : 00000011
Start Date : 6/4/2016
Page No : 1

Groups Printed- ALL VEHICLES - TRUCKS - BUSES

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	155	24	8	187	27	158	30	215	30	13	0	43	0	152	48	200	645
11:15 AM	174	26	17	217	32	143	33	208	32	16	1	49	0	160	62	222	696
11:30 AM	161	27	13	201	27	182	36	245	34	15	0	49	1	144	53	198	693
11:45 AM	194	26	12	232	30	170	32	232	35	18	2	55	0	165	85	250	769
Total	684	103	50	837	116	653	131	900	131	62	3	196	1	621	248	870	2803
12:00 PM	190	29	13	232	24	181	38	243	32	12	1	45	0	193	72	265	785
12:15 PM	175	36	18	229	15	152	38	205	36	20	0	56	0	190	62	252	742
12:30 PM	200	25	20	245	25	168	28	221	25	11	2	38	0	180	83	263	767
12:45 PM	192	31	9	232	9	188	42	239	33	27	0	60	1	226	78	305	836
Total	757	121	60	938	73	689	146	908	126	70	3	199	1	789	295	1085	3130
01:00 PM	161	23	6	190	22	181	40	243	36	21	0	57	0	186	66	252	742
01:15 PM	177	22	5	204	27	169	42	238	34	16	1	51	0	204	72	276	769
01:30 PM	159	29	11	199	29	153	34	216	36	21	1	58	0	182	87	269	742
01:45 PM	160	22	14	196	18	168	52	238	44	20	3	67	0	198	60	258	759
Total	657	96	36	789	96	671	168	935	150	78	5	233	0	770	285	1055	3012
Grand Total	2098	320	146	2564	285	2013	445	2743	407	210	11	628	2	2180	828	3010	8945
Apprch %	81.8	12.5	5.7		10.4	73.4	16.2		64.8	33.4	1.8		0.1	72.4	27.5		
Total %	23.5	3.6	1.6	28.7	3.2	22.5	5	30.7	4.6	2.3	0.1	7	0	24.4	9.3	33.7	
ALL VEHICLES	2091	318	145	2554	285	1994	444	2723	389	204	11	604	2	2174	825	3001	8882
% ALL VEHICLES	99.7	99.4	99.3	99.6	100	99.1	99.8	99.3	95.6	97.1	100	96.2	100	99.7	99.6	99.7	99.3
TRUCKS	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
% TRUCKS	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0.1	0.1	0
BUSES	7	2	0	9	0	18	1	19	18	6	0	24	0	5	2	7	59
% BUSES	0.3	0.6	0	0.4	0	0.9	0.2	0.7	4.4	2.9	0	3.8	0	0.2	0.2	0.2	0.7

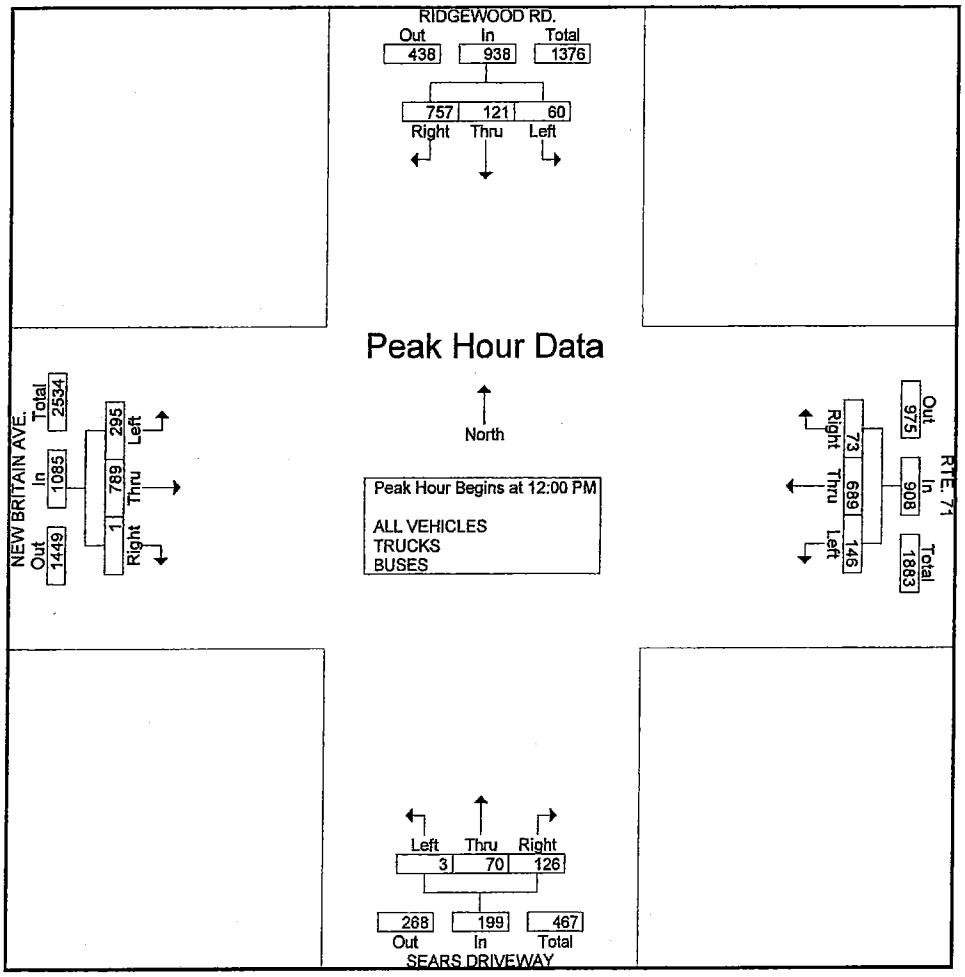
Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

Mid-day TRAFFIC COUNTS (11:00 a.m to 2:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

ALL VEHICLES
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 985-1S
Site Code : 00000011
Start Date : 6/4/2016
Page No : 3

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	190	29	13	232	24	181	38	**243**	32	12	1	45	0	193	72	265	785
12:15 PM	175	**36**	18	229	15	152	38	205	**36**	20	0	56	0	190	62	252	742
12:30 PM	**200**	25	**20**	**245**	**25**	168	28	221	25	11	**2**	38	0	180	**83**	263	767
12:45 PM	192	31	9	232	9	**188**	**42**	239	33	**27**	0	**60**	**1**	**226**	78	**305**	**836**
Total Volume	757	121	60	938	73	689	146	908	126	70	3	199	1	789	295	1085	3130
% App. Total	80.7	12.9	6.4		8	75.9	16.1		63.3	35.2	1.5		0.1	72.7	27.2		
PHF	.946	.840	.750	.957	.730	.916	.869	.934	.875	.648	.375	.829	.250	.873	.889	.889	.936



Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

Mid-day TRAFFIC COUNTS (11:00 a.m to 2:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

CARS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 985-1S
Site Code : 00000011
Start Date : 6/4/2016
Page No : 5

Groups Printed- ALL VEHICLES

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	155	24	8	187	27	158	30	215	29	13	0	42	0	152	48	200	644
11:15 AM	173	26	17	216	32	142	33	207	31	15	1	47	0	160	62	222	692
11:30 AM	159	27	12	198	27	177	36	240	34	15	0	49	1	144	53	198	685
11:45 AM	194	26	12	232	30	170	32	232	32	17	2	51	0	164	85	249	764
Total	681	103	49	833	116	647	131	894	126	60	3	189	1	620	248	869	2785
12:00 PM	190	29	13	232	24	179	38	241	31	12	1	44	0	193	72	265	782
12:15 PM	175	34	18	227	15	152	38	205	35	19	0	54	0	190	62	252	738
12:30 PM	199	25	20	244	25	165	28	218	24	11	2	37	0	180	83	263	762
12:45 PM	191	31	9	231	9	186	42	237	30	26	0	56	1	223	77	301	825
Total	755	119	60	934	73	682	146	901	120	68	3	191	1	786	294	1081	3107
01:00 PM	161	23	6	190	22	179	39	240	35	21	0	56	0	185	65	250	736
01:15 PM	176	22	5	203	27	168	42	237	31	15	1	47	0	204	72	276	763
01:30 PM	158	29	11	198	29	151	34	214	36	21	1	58	0	182	86	268	738
01:45 PM	160	22	14	196	18	167	52	237	41	19	3	63	0	197	60	257	753
Total	655	96	36	787	96	665	167	928	143	76	5	224	0	768	283	1051	2990
Grand Total	2091	318	145	2554	285	1994	444	2723	389	204	11	604	2	2174	825	3001	8882
Apprch %	81.9	12.5	5.7		10.5	73.2	16.3		64.4	33.8	1.8		0.1	72.4	27.5		
Total %	23.5	3.6	1.6	28.8	3.2	22.4	5	30.7	4.4	2.3	0.1	6.8	0	24.5	9.3	33.8	

Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

Mid-day TRAFFIC COUNTS (11:00 a.m to 2:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

TRUCKS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 985-1S
Site Code : 00000011
Start Date : 6/4/2016
Page No : 7

Groups Printed- TRUCKS

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
Apprch %	0	0	100		0	100	0		0	0	0		0	50	50		
Total %	0	0	25	25	0	25	0	25	0	0	0	0	0	25	25	50	

Rte. 71 New Britain Ave. at Ridgewood Rd. and Sears Driveway

Mid-day TRAFFIC COUNTS (11:00 a.m to 2:00 p.m.)
West Hartford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear 75 degrees

BUSES
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 985-1S
Site Code : 00000011
Start Date : 6/4/2016
Page No : 9

Groups Printed- BUSES

	RIDGEWOOD RD. Southbound				RTE. 71 Westbound				SEARS DRIVEWAY Northbound				NEW BRITAIN AVE. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
11:15 AM	1	0	0	1	0	1	0	1	1	1	0	2	0	0	0	0	4
11:30 AM	2	0	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
11:45 AM	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	1	5
Total	3	0	0	3	0	5	0	5	5	2	0	7	0	1	0	1	16
12:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
12:15 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
12:30 PM	1	0	0	1	0	3	0	3	1	0	0	1	0	0	0	0	5
12:45 PM	1	0	0	1	0	2	0	2	3	1	0	4	0	2	1	3	10
Total	2	2	0	4	0	7	0	7	6	2	0	8	0	2	1	3	22
01:00 PM	0	0	0	0	0	2	1	3	1	0	0	1	0	1	0	1	5
01:15 PM	1	0	0	1	0	1	0	1	3	1	0	4	0	0	0	0	6
01:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	1	1	4
01:45 PM	0	0	0	0	0	1	0	1	3	1	0	4	0	1	0	1	6
Total	2	0	0	2	0	6	1	7	7	2	0	9	0	2	1	3	21
Grand Total	7	2	0	9	0	18	1	19	18	6	0	24	0	5	2	7	59
Apprch %	77.8	22.2	0		0	94.7	5.3		75	25	0		0	71.4	28.6		
Total %	11.9	3.4	0	15.3	0	30.5	1.7	32.2	30.5	10.2	0	40.7	0	8.5	3.4	11.9	

ATTACHMENT B

2018 Build Capacity/Level-of-Service Analysis

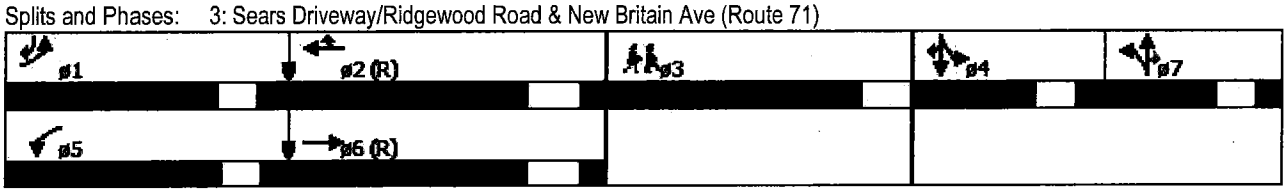
Lane Configurations												
Volume (vph)	407	832	0	139	758	206	2	80	109	52	80	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	420		0	0		230	0		0	0		330
Storage Lanes	2		0	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3502	5136	0	1805	5136	1599	0	1844	1524	1805	1900	2814
Flt Permitted	0.950			0.950				0.999		0.950		
Satd. Flow (perm)	3502	5136	0	1805	5136	1599	0	1844	1524	1805	1900	2814
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						224			200			635
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		699			651			299			556	
Travel Time (s)		13.6			12.7			6.8			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.71	0.71	0.71	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	3%	6%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	415	849	0	151	824	224	0	116	154	55	84	635
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	Perm	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	7	7		4	4	1 4
Permitted Phases									7			
Detector Phase	1	6		5	2	2	7	7	7	4	4	1 4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0	7.0	9.0	9.0	
Minimum Split (s)	10.7	21.2		10.4	21.2	21.2	12.4	12.4	12.4	14.4	14.4	
Total Split (s)	22.0	25.0		22.0	25.0	25.0	14.0	14.0	14.0	15.0	15.0	
Total Split (%)	22.0%	25.0%		22.0%	25.0%	25.0%	14.0%	14.0%	14.0%	15.0%	15.0%	
Yellow Time (s)	3.2	4.2		3.2	4.2	4.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	2.5	2.0		2.2	2.0	2.0	2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	6.2		5.4	6.2	6.2		5.4	5.4	5.4	5.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	14.7	43.2		12.1	40.2	40.2		8.3	8.3	9.3	9.3	23.7
Actuated g/C Ratio	0.15	0.43		0.12	0.40	0.40		0.08	0.08	0.09	0.09	0.24
v/c Ratio	0.81	0.38		0.70	0.40	0.29		0.76	0.50	0.33	0.48	0.55
Control Delay	54.1	23.0		58.4	24.5	5.3		75.7	8.4	48.1	52.5	3.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	23.0		58.4	24.5	5.3		75.7	8.4	48.1	52.5	3.5
LOS	D	C		E	C	A		E	A	D	D	A

Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	24%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Approach Delay		33.2		25.2		37.3			12.0		
Approach LOS		C		C		D			B		
Queue Length 50th (ft)	131	120	94	125	0	73	0	33	52	0	
Queue Length 95th (ft)	182	#264	152	#250	62	103	0	72	100	32	
Internal Link Dist (ft)		619		571		219			476		
Turn Bay Length (ft)	420				230					330	
Base Capacity (vph)	570	2216	299	2066	777	158	313	173	182	1192	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.38	0.51	0.40	0.29	0.73	0.49	0.32	0.46	0.53	

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 26.1 Intersection LOS: C
Intersection Capacity Utilization 56.0% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Sears Driveway/Ridgewood Road & New Britain Ave (Route 71)



Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

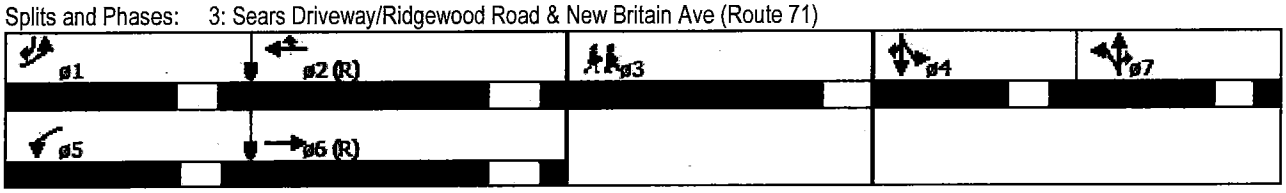
Lane Configurations												
Volume (vph)	307	821	0	153	717	76	3	70	126	62	128	788
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	10	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	420		0	0		230	0		0	0		0
Storage Lanes	2		0	1		1	0		1	1		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3467	5136	0	1805	5136	1615	0	1782	1538	1745	1739	2720
Flt Permitted	0.950			0.950				0.998		0.950		
Satd. Flow (perm)	3467	5136	0	1805	5136	1615	0	1782	1538	1745	1739	2720
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						191			200			821
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		699			651			299			556	
Travel Time (s)		13.6			12.7			6.8			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.83	0.83	0.83	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	3%	5%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	922	0	165	771	82	0	88	152	65	133	821
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	Perm	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	7	7		4	4	1 4
Permitted Phases									7			
Detector Phase	1	6		5	2	2	7	7	7	4	4	1 4
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0	7.0	9.0	9.0	
Minimum Split (s)	10.7	21.2		10.4	21.2	21.2	12.4	12.4	12.4	14.4	14.4	
Total Split (s)	19.0	25.0		19.0	25.0	25.0	16.0	16.0	16.0	16.0	16.0	
Total Split (%)	19.0%	25.0%		19.0%	25.0%	25.0%	16.0%	16.0%	16.0%	16.0%	16.0%	
Yellow Time (s)	3.2	4.2		3.2	4.2	4.2	3.2	3.2	3.2	3.2	3.2	
All-Red Time (s)	2.5	2.0		2.2	2.0	2.0	2.2	2.2	2.2	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	6.2		5.4	6.2	6.2		5.4	5.4	5.4	5.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	12.4	41.8		11.9	41.0	41.0		8.8	8.8	10.3	10.3	22.4
Actuated g/C Ratio	0.12	0.42		0.12	0.41	0.41		0.09	0.09	0.10	0.10	0.22
v/c Ratio	0.80	0.43		0.77	0.37	0.11		0.56	0.48	0.36	0.75	0.66
Control Delay	57.3	24.4		66.2	23.7	0.3		57.4	7.7	47.9	69.0	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	24.4		66.2	23.7	0.3		57.4	7.7	47.9	69.0	4.2
LOS	E	C		E	C	A		E	A	D	E	A

Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	24%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Approach Delay		33.4		28.7		25.9			15.4		
Approach LOS		C		C		C			B		
Queue Length 50th (ft)	110	140	102	113	0	55	0	39	84	0	
Queue Length 95th (ft)	#160	#295	#187	220	0	95	16	82	#173	35	
Internal Link Dist (ft)		619		571		219			476		
Turn Bay Length (ft)	420				230						
Base Capacity (vph)	461	2149	245	2104	774	188	341	184	184	1269	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.75	0.43	0.67	0.37	0.11	0.47	0.45	0.35	0.72	0.65	

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 15 (15%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 26.4 Intersection LOS: C
Intersection Capacity Utilization 61.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Sears Driveway/Ridgewood Road & New Britain Ave (Route 71)



Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

ATTACHMENT C

Capacity/Level-of-Service Analysis Summary

Capacity Analysis Summary
Seritage
West Hartford, CT

Intersection	Movement		Weekday Afternoon Peak Hour 2018 Build LOS[1]	Delay[2]	V/C[3]	50th Q[4]	95th Q[5]
New Britain Avenue (Route 71) at	EB	L	D	54.1	0.81	131	182
Ridgewood Street		T	C	23.0	0.38	120	#264
and Sears Drive	WB	L	E	58.4	0.70	94	152
		T	C	24.5	0.40	125	#250
		R	A	5.3	0.29	0	62
	NB	LT	E	75.7	0.76	73	103
		R	A	8.4	0.50	0	0
	SB	L	D	48.1	0.33	33	72
		T	D	52.5	0.48	52	100
		R	A	3.5	0.55	0	32
	Overall		***C***	***26.1***	***0.81***		

1 Level-of-Service
2 Average vehicle delay, in seconds
3 Volume to capacity ratio
4 50th Percentile Queue Length, in feet
5 95th Percentile Queue Length, in feet

Capacity Analysis Summary
Seritage
West Hartford, CT

Intersection	Movement		Saturday Midday Peak Hour 2018 Build LOS[1]	Delay[2]	V/C[3]	50th Q[4]	95th Q[5]
New Britain Avenue (Route 71) at	EB	L	E	57.3	0.80	110	#160
Ridgewood Street		T	C	24.4	0.43	140	#295
and Sears Drive	WB	L	E	66.2	0.77	102	#187
		T	C	23.7	0.37	113	220
		R	A	0.3	0.11	0	0
	NB	LT	E	57.4	0.56	55	95
		R	A	7.7	0.48	0	16
	SB	L	D	47.9	0.36	39	82
		T	E	69.0	0.75	84	#173
		R	A	4.2	0.66	0	35
	Overall		***C***	***26.4***	***0.80***		

1 Level-of-Service
2 Average vehicle delay, in seconds
3 Volume to capacity ratio
4 50th Percentile Queue Length, in feet
5 95th Percentile Queue Length, in feet

ENCLOSURE G
Stormwater Drainage Analysis

STORMWATER DRAINAGE ANALYSIS

FOR

SERITAGE
GROWTH PROPERTIES

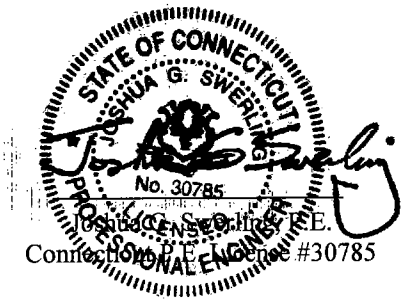
PROPOSED

CORBIN'S CORNER SHOPPING CENTER RENOVATION

1445 New Britain Avenue
West Hartford, Connecticut
Hartford County

Prepared by:

BOHLER ENGINEERING
352 Turnpike Road
Southborough, MA 01772
Tel: (508) 480-9900
Fax: (508) 480-9080



Joshua G. Swerling, P.E.
Connecticut P.E. License #30785

November 8, 2016
BEPC #W161077

BOHLER
ENGINEERING

TABLE OF CONTENTS

I. INTRODUCTION

The following report provides an analysis of the stormwater drainage conditions that will result from the redevelopment of a Sears Department Store as well as a Sears Auto Center. The subject site is comprised of a parcel of land identified by the West Hartford Assessor's Office as Map #E15, Block #3771, Lot #1445 which is also part of a larger shopping plaza entitled Corbins Corner Shopping Center.

This report includes an analysis of the existing and proposed drainage characteristics of the site to be redeveloped including building, parking and landscaped areas and provides an analysis of the proposed stormwater facilities and best management practices (BMPs) that will control stormwater outflow associated with the post-redeveloped site which will help serve to reduce the rate of runoff leaving the site when compared to existing conditions.

This report also provides a comparative analysis of the pre- and post-redevelopment site stormwater runoff conditions at the subject site.

DRAINAGE – EXISTING SITE CONDITIONS

The portion of the subject site that is being analyzed within this report under existing conditions contains approximately 268,590 sf of paved impervious surfaces / buildings and 7,740 sf of landscaping totaling 276,330 sf (6.34 acres) of land. Under existing conditions, all stormwater runoff from the project site is currently collected in catch basins and conveyed via RCP pipes to a 48" pipe at the southeast corner of the subject area, where it eventually flows in a southerly direction. No stormwater quality improvements are currently in place today.

DRAINAGE- PROPOSED SITE CONDITIONS

The portion of the subject site that is being analyzed within this report under proposed conditions contains 261,690 sf of paved impervious surfaces / buildings and 14,640 sf of landscaping totaling 276,330 sf (6.34 acres) of land. Under proposed conditions, all stormwater runoff from the project site is collected in catch basins and routed through new stormwater quality units, where stormwater quality will be improved, before discharging towards the southeast corner of the site as it does under existing conditions, but at a lesser rate. Additionally, a bioretention system has been proposed as part of the stormwater management improvements, which will help improve stormater quality as well as promote recharge of stormwater.

Under proposed conditions the peak stormwater runoff rates from this redevelopment are reduced for all storms, including the 100 year storm event due to the additional 6,900 sf of landscaped area. Drainage patterns have also been maintained under post redevelopment conditions. Additionally, TSS removal calculations and a Stormwater Operation and Maintenance plan have also been included within the Appendices of this report.

II. DRAINAGE ANALYSIS METHODOLGY

The methodology utilized to design the subject stormwater management system to demonstrate compliance with the Town of West Hartford, and State requirements / guidelines is based on the rational method.

III. DRAINAGE ANALYSIS RESULTS

The tables below demonstrate that the post-redevelopment runoff rates associated with all storm events for the proposed project including the 2-year, 10-year, 25-year and 100-year storms will be decreased as a result of the proposed stormwater management system. This is the result of the implementation of the proposed stormwater management system, including deep-sump catch basins, stormwater quality units, and a bioretention system.

Table 1 - Stormwater Runoff Rates

"C" BEFORE: EXISTING SITE

CONDITION	AREA (SF)	%	COEFF.	FRACT.
COMP.				
ASPHALT/BUILDING	268,590	97.20%	0.9	0.875
LANDSCAPE / GRASS	7,740	2.80%	0.3	0.009
TOTAL	276,330100.00%	"C" COMPOS.	=0.884	

"C" AFTER: PROPOSED SITE

CONDITION	AREA (SF)	%	COEFF.	FRACT.
COMP.				
ASPHALT/BUILDING	261,6909	5.0%	0.9	0.855
LANDSCAPE / GRASS	14,640	5.00%	0.3	0.015
TOTAL	276,330100.00%	"C" COMPOS.	=0.870	

APPROXIMATE TIME OF CONCENTRATIONS & STORM INTENSITIES

TC =5 MIN.(TIME OF CONCENTRATION - EXISTING)
TC =5 MIN.(TIME OF CONCENTRATION - PROPOSED)
I =3.3IN./HR.(2 YR STORM INTENSITY)
I =4.5IN./HR.(10 YR STORM INTENSITY)
I =5.3IN./HR.(25 YR STORM INTENSITY)
I =6.7IN./HR.(100 YR STORM INTENSITY)

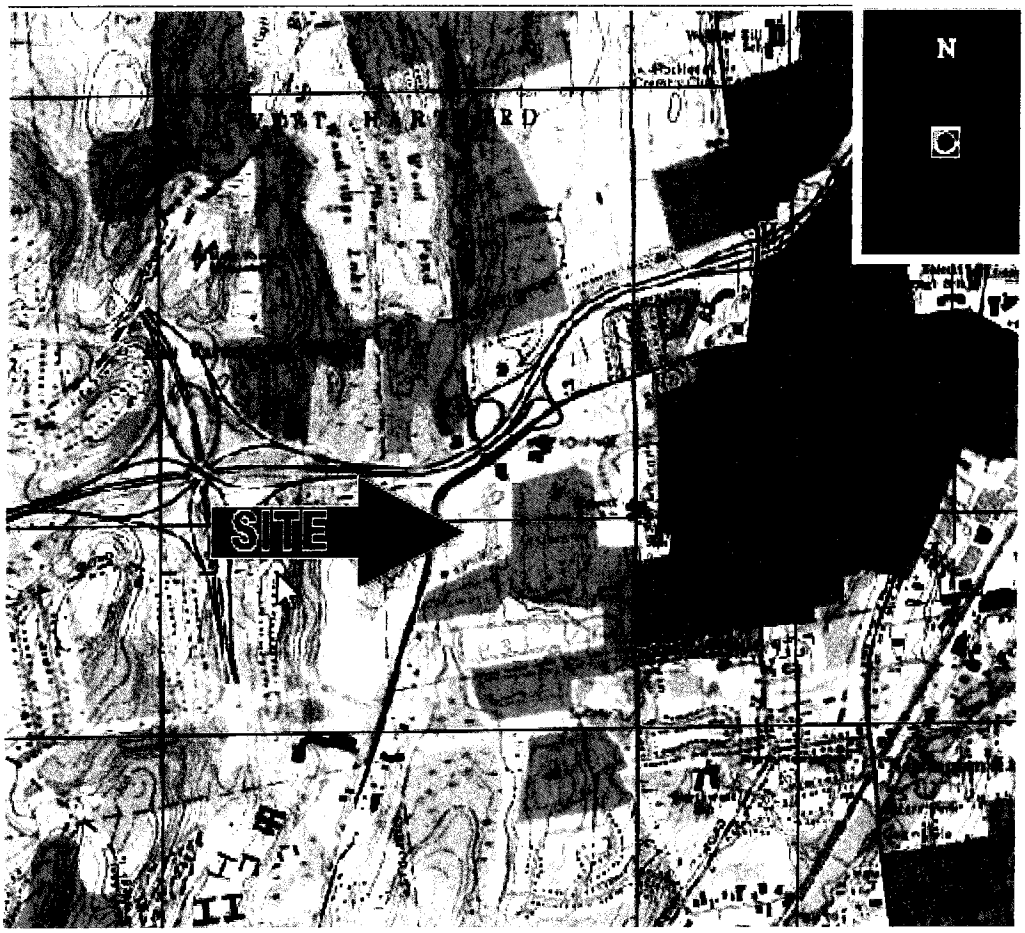
DETERMINE OFF-SITE RUNOFF - TOTAL SITE:

	2 YR	10 YR	25 YR	100 YR	
"Q" EXISTING = "C" COMP. X I X AREA =	18.51	25.25	29.73	37.59	CFS
"Q" PROP. = "C" COMP. X I X AREA =	18.22	24.84	29.26	36.98	CFS

IV. SUMMARY

In conclusion, the proposed stormwater management system illustrated on the enclosed drawings prepared by Bohler Engineering results in a decrease in post-redevelopment peak stormwater runoff rates for all storm events associated with the proposed development. In addition, best management practices being implemented as part of the proposed stormwater management system design will result in greater than 80% TSS removal and groundwater recharge will be improved when compared to the existing condition.

Appendix 1



USGS MAP

SCALE: 1"=2000'

Appendix 2

INSTRUCTIONS:
1. In BMP Column, click on Blue Cell to Activate Drop Down Menu
2. Select BMP from Drop Down Menu
3. After BMP is selected, TSS Removal and other Columns are automatically completed.

Version 1, Automated: Mar. 4, 2008

Location: Drainage System via SWQ

TSS Removal Calculation Worksheet

B BMP[1]	C TSS Removal Rate[1]	D Starting TSS Load*	E Amount Removed (C*D)	F Remaining Load (D-E)
Bioretention Area	**0.90**	**1.00**	**0.90**	**0.10**
	0.00	**0.10**	**0.00**	**0.10**
	0.00	**0.10**	**0.00**	**0.10**
	0.00	**0.10**	**0.00**	**0.10**
	0.00	**0.10**	**0.00**	**0.10**

Total TSS Removal = **90%**

Separate Form Needs to be Completed for Each Outlet or BMP Train

Project: Seritage West Hartford
Prepared By: KBS
Date: 11/8/2016

*Equals remaining load from previous BMP (E) which enters the BMP

Non-automated TSS Calculation Sheet must be used if Proprietary BMP Proposed
1. From MassDEP Stormwater Handbook Vol. 1

INSTRUCTIONS:
1. In BMP Column, click on Blue Cell to Activate Drop Down Menu
2. Select BMP from Drop Down Menu
3. After BMP is selected, TSS Removal and other Columns are automatically completed.

Version 1, Automated: Mar. 4, 2008

Location: Drainage System via SWQ

TSS Removal Calculation Worksheet

B BMP[1]	C TSS Removal Rate[1]	D Starting TSS Load*	E Amount Removed (C*D)	F Remaining Load (D-E)
Deep Sump and Hooded Catch Basin	**0.25**	**1.00**	**0.25**	**0.75**
Stormceptor	**0.80**	**0.75**	**0.60**	**0.15**
	0.00	**0.15**	**0.00**	**0.15**
	0.00	**0.15**	**0.00**	**0.15**
	0.00	**0.15**	**0.00**	**0.15**

Total TSS Removal = **85%**

Separate Form Needs to be Completed for Each Outlet or BMP Train

Project: Seritage West Hartford
Prepared By: KBS
Date: 11/8/2016

*Equals remaining load from previous BMP (E) which enters the BMP

Non-automated TSS Calculation Sheet must be used if Proprietary BMP Proposed

1. From MassDEP Stormwater Handbook Vol. 1

Appendix 3

STORMWATER SYSTEM OPERATION & MAINTENANCE PLAN

COMPONENT: Deep Sump Catch Basins

RESPONSIBILITY: Owner

ACTION: Cleaning (sediment removal / sump cleaning) and Inspection

FREQUENCY: Inspect twice annually; clean annually or as needed

DESCRIPTION: Basins are to be inspected twice per year and cleaned at least once per year, or sooner if the sediment depth reaches one half the depth from the bottom invert of the lowest pipe in the basin. Precautions shall take place to maintain the integrity of the oil trapping hoods during cleaning. The hoods shall be inspected and repaired as necessary. Accumulated hydrocarbon, if present, shall be collected separately from accumulated sediment. All material shall be disposed of in accordance with DEEP regulations.

Inspections:

- Frame and grate
- Inlet and outlet condition
- Cracks and settlement & joint failure & leaking
- Sediment accumulation
- Oil/Gas Sheen in water
- Condition of hood
- General inspection of structure

COMPONENT: Stormwater Quality Unit

RESPONSIBILITY: Owner

ACTION: Preventative Maintenance, Inspection, Cleaning

FREQUENCY: Inspect unit annually and clean per Manufacturer's Maintenance Guidelines (when 8" or more of sediment depth occurs) or once bi-annually depending on the rate of sediment accumulation.

DESCRIPTION: See Manufacturer's Maintenance Guidelines. All accumulated materials shall be disposed of in accordance with DEPP regulations.

COMPONENT: Infiltration Basins / Bioretention

RESPONSIBILITY: Owner

ACTION: Preventative Maintenance, Inspection & Mowing

FREQUENCY:
During Construction

1. Cleaning – As needed during construction or whenever the sediment depth is 6" deep.
2. Inspection – As needed during construction but once a month at a minimum.

Post Construction

1. Preventative Maintenance- Two times per year
2. Inspection to ensure proper functioning – After every major storm during the first 3 months of operation and twice a year thereafter.
3. Mow the buffer area and side slopes. Remove all grass clippings and accumulated organic matter- Twice yearly during the growing season.
4. Inspect and clean pretreatment devices- After every major storm during the first 3 months of operation and twice a year thereafter.

DESCRIPTION: The Infiltration & Bioretention ponds shall be inspected a minimum of two times per year to ensure that they are operating as intended and that all components are stable and in working order. Inspections shall be by qualified personnel. During the growing season, the ponds shall be mowed at least twice, with additional cuttings performed as needed. All tree saplings of any species will be removed from embankments and the pond bottom. The inlet to the pond shall be inspected for erosion and sedimentation, and rip-rap shall be promptly repaired as needed. Sediment collecting in the pond bottom shall be inspected four times annually, and removal shall commence any time the sediment reaches a depth of six inches anywhere in the pond. Any pond sediments removed shall be disposed of in accordance with the latest DEP guidelines for stormwater sediment disposal.

Inspections:

- Inlet and Outlet condition
- Sediment Accumulation
- Oil/Gas Sheen in water
- General Inspection of basin

SAMPLE STORMWATER OPERATION & MAINTAINENCE ACTIVITY FORM

NOTE: The owner is responsible for maintaining an accurate and complete log of inspection & maintenance activities, including but not limited to, inspections, cleanings & repairs.

Inspection / Maintenance Activity	Contractor Name	Date	Observation / Action

ENCLOSURE H
Letter from The Metropolitan District

MDC
The Metropolitan District
water supply • environmental services • geographic information

July 11, 2016

Mr. Peter Rebuck
Bohler Engineering
352 Turnpike Road
Southborough, MA 01772

Re: Water & Sewer Availability for Sears and Sears Automotive Center property located at 1445 New Britain Avenue, West Hartford

Dear Mr. Rebuck:

In response to your request, we are confirming the availability of public water in New Britain Avenue and public sewer main in Elmfield Street, which may be used to service the above referenced property. There exists a 12-inch water main in New Britain Avenue and a 10-inch sewer main in Elmfield Street.

Your next step in this process is to apply for the Availability and Capacity Analysis. This will be needed in order to apply for permits from our Utility Services department and to ascertain if there are any water and/or sewer connection charges due for the proposed property. Permits will be issued after plans are submitted and approved by the District.

If you have any additional questions, please feel free to contact me at (860) 278-7850 extension 3445.

THE METROPOLITAN DISTRICT

Very Truly Yours,

Michael T. Curley, P.E.
Manager of Technical Services

Attachment
p.c. Jennifer Ottalagana, MDC
Dianna-Jo Lessard, MDC

ENCLOSURE I
Letter from West Hartford Director of Health

ENCLOSURE J
Application Fee Check made payable to Town of West Hartford

ENCLOSURE K

Sign Design Criteria

Corbin's Corner: SDD #6-R2

1445 New Britain Avenue
West Hartford, CT

Signage Guidelines
11.09.2016

SERITAGE
GROWTH PROPERTIES
Developer

SA group
Architect

Signage must comply with
Zoning ordinance 177-33 and
Corbin's Corner Signage Criteria (July 10, 2001)
with requested changes laid out in these guidelines.

SDD #6-R2 Signage Guidelines Overview

Signage is an integral part of creating a successful shopping center. Tenants are encouraged to explore signs that create a unique branding and work as a complementary element to the overall design of the storefronts and the center as a whole. The goal is to maintain creative consistency that distinctly identifies the tenant's identity and integrates with the storefront façade design. National and regional stores are given the allowance of using prototypical signage designs but are asked to consider the design of the center.

TENANT SIGNAGE MATERIAL

As a shopping center catering to large national retail tenants, the majority of acceptable signs will be internally illuminated channel letters. Alternate illumination methods can be face-lit, back-lit or non-illuminated - lit from an external source. LED lighting is strongly encouraged with fluorescent lighting acceptable. Halogen and Neon signs are not allowed. Each sign will be reviewed by the Landlord for approval

Signage should be polished or painted aluminum with acrylic faces for channel letters. The use of various other metals for signage is acceptable which can be cast, stamped, polished or painted, if it is a critical component of the Tenants identity and shall be reviewed by the Landlord. Other sign materials may be allowed by the Landlord on a case-by-case basis.

TENANT SIGNAGE QUANTITY

Tenant Signage is divided into Primary and Secondary Signage.
Each tenant is allowed one (1) Primary building sign on each major elevation of the tenant.

Secondary Signage may be used as needed within the tenants lease dimensions to display additional tenant branding.

The total square footage of all Tenant Signage is based on the Tenant's lease frontage. See Tenant Signage Criteria below.

Additional signage not included under the "Tenant Signage" provision ei, business hours, imagery within windows not specific to branding will be approved by the landlord on a case-by-case basis

DIRECTORY SIGNAGE

Main building (Building 1) tenants will be required to provide Directory Signage, located in designated areas on the façade for identification of tenants in the center as determined by the landlord. See Secondary Façade Signage Criteria below.

Current Signage Ordinance

Chapter 177. Zoning – Article IV. General Regulations – 177.33. Signs

B. Sign Location: (section 177-33 B)

(1) No sign shall project more than 18 inches from the face of a structure and not be more than 12 inches beyond any street line, and it shall be at least 10 feet above the level of any walkway it may overhang.

C. Height of Signs (Section 177-33 C)

(3) Where more than one sign is permitted on a building, such signs shall be of uniform height and shape.

G. Signs in Business and Industrial Districts (section 177-33G)

(2)(a)[1] Maximum area of sign. The total permitted sign area for attached and freestanding signs shall be computed as follows:

(2)(a)(1)[d] There may not be more than one freestanding sign on a property. The total sign area of such freestanding sign shall not exceed 18 square feet of area on a single-faced sign or 36 square feet of area on a double-faced sign for the first 100 feet of the address street frontage. For address frontages in excess of 100 linear feet, such freestanding sign area may be increased at a ratio of 0.18 square foot per frontage foot for a single-faced sign and 0.36 square foot per frontage foot for a double-faced sign, up to a maximum total of 50 square feet and 100 square feet, respectively. The square footage of freestanding signs erected under this provision shall be considered as part of the total allowable sign area as computed for each unit of occupancy by the exterior building wall.

MONUMENT SIGNAGE –See Civil Plan for locations.

A total of two (2) monument signs are provided along New Britain Ave. An accent knee wall is also provided at the entrance drive of New Britain and Ridgewood Road with the only center identity provided.

Amendments to Signage Ordinance for SDD #6-R2

Chapter 177. Zoning – Article IV. General Regulations – 177.33. Signs

Requested changes for SDD #6-R2 only. Balance of SDD #6 to remain under current ordinance.

B. Sign Location: (section 177-33 B)

1. No sign shall project more than 18 inches from the face of a structure (including canopies and awnings) and not be more than 12 inches beyond any street line, and it shall be at least 10 feet above the level of any walkway it may overhang.

C. Height of Signs (Section 177-33 C)

(3) Where more than one primary sign is permitted on a building, such signs are allowed to be different sizes provided that the total square footage of allowable tenant signage is not exceeded.

G. Signs in Business and Industrial Districts (section 177-33G)

(2)(a)[1] Maximum area of sign. The total permitted sign area for attached and freestanding signs shall be computed as follows: See Maximum sign area criteria set forth in the Corbin's Corner (SDD #6) Signage Guidelines

(2)(a)(1)[d] There may be more than one freestanding sign on a property with the following criteria. 1. A property may have one monument sign for every 700 LF of street frontage 2. An individual outparcel may have their own, freestanding sign separate from the entrance signs. See Freestanding sign criteria set forth in the Corbin's Corner (SDD #6) Signage Guidelines.

Current SDD #6 Sign Criteria for Corbin's Corner – *July 10, 2001*

A. General Requirements

B. General Specifications

6. Wording of signs shall not include products sold.

11. All sign finishes must be in Akzo Nobel or Matthews acrylic polyurethane-satin finish specifically. Gloss finished will be rejected. Se sign construction and installation for specific color requirements

12. Letter colors are arbitrary, but no gloss finishes are permitted and all colors must be called out on sign drawings submitted to Landlord. The Landlord has the right to reject any color combinations deemed untasteful or contrary to the aesthetic coordination of the center. See sign construction and installation for standardized raceway and hardware colors.

C. Sign Construction and Installation shall be in accordance with the following:

General Conditions

OVERHEAD CHANNEL LETTER SIGNS (FOR HORIZ. SOFFIT BANDS)

1. Signs shall be composed of channel letters and/or logos on a custom raceway (see drawing attached for specifications) located on surfaces specifically designed on the building elevation as per Landlord's Exhibit 1

2. Total square footage of the sign shall not exceed two (2) square foot per linear foot of storefront.

4. Maximum letter height of 36 inches or 75% of upper soffit height.

Amendments to SDD #6 Sign Criteria for SDD #6-R2 – The Corbin Collection

Requested changes for SDD #6-R2 only. Balance of SDD #6 to remain under current ordinance.

A. General Requirements: No requested changes

B. General Specifications

6. Wording of signs may include products sold, only if it is part of a tenant's branding and has been approved by the Landlord. "Product sold" allowable signage square footage is to be calculated as part of the total allowable Tenant Signage.

11. Sign finishes are determined by the tenant and must be issued to the landlord for approval.

12. Letter colors are arbitrary, and all colors must be called out on sign drawings submitted to Landlord. The Landlord has the right to reject any color combinations deemed untasteful or contrary to the aesthetic coordination of the center. Raceways are not permitted.

C. Sign Construction and Installation shall be in accordance with the following:

General Conditions

TENANT SIGNAGE

1. Tenant Signs shall be composed of the tenants name, logo, branding, products, services or distinct tenant identity and subject to the provision of the next sentence. Tenant Signage must be located directly on the building façade within the lease dimensions of the tenant or as pin-mount signage on secondary structures such as canopies. Tenant Signage is to be located above/in front of the storefronts of multi-tenant entrances, only when signage cannot be applied directly to a tenants lease frontage.

2. Total square footage of all Tenant Signage shall not exceed two (2) square foot per linear foot of storefront for first floor tenants. Tenants on levels other than the ground floor shall calculate their maximum allowable Tenant Signage square footage to not exceed one (1) square foot per linear frontage as it faces the public right of way. An individual tenant's Tenant Signage on levels other than the ground floor may not exceed 200 SF.

Primary Tenant Signage

3. Each tenant is allowed one (1) Primary building sign on each major elevation of the tenant's leased space. Primary Tenant Signage is composed of either the tenants name and/or logo only. For all other tenant signage, see Secondary Tenant Signage.

4. Maximum letter height of 48 inches. Entire Primary Tenant Signage may exceed this.

Current SDD #6 Sign Criteria for Corbin's Corner – *July 10, 2001* (continued)

5. Signs shall be centered on facade in front of tenant's storefront wherever field condition permit. However, the final location shall be approved by landlord.

6. The raceway should be made of .060 aluminum and custom sprayed Akzo Noble acrylic polyurethane 422 B4 with upper and lower accent bands along with decorative medallions being Akzo Nobel acrylic polyurethane satin finish 318 D5 per Landlord Exhibit 2.

7. Channel letters must be 5" deep and constructed of .040 aluminum (with hem if over 24" in height). The faces shall be of 3/16" acrylic (Rohm & Haas, Cyro or equivalent) with 1" trim cap.

8. Raceway to be installed by tenant as specified in Exhibit 2 & 3 centered behind letters vertically and horizontally.

9. Letters centered vertically within upper soffit and horizontally over store where possible per Landlord's Exhibit 2

10. Lighting shall be via concealed neon or argon tubing, no thicker than 15 mil and no thinner than 10 mil. No greater than 1 row of tubing for every 3" of letter width. Transformers (concealed in raceway) can be high voltage or exterior rated electronic types. LED or mini-fluorescent lighting can be used as substitution if submitted to and approved by Landlord.

Amendments to SDD #6 Sign Criteria for SDD #6-R2 – The Corbin Collection (continued)

Requested changes for SDD #6-R2 only. Balance of SDD #6 to remain under current ordinance..

5. Primary Tenant Signage need not be centered on facade in front of tenant's storefront, but must properly indicate where the tenant's entrance is located. There is allowable flexibility for the Primary Tenant Signage location as tenants could be located on floors other than the ground floor. The final location shall be approved by Landlord.

6. Raceways are not permitted. Primary Tenant Signage must be attached directly to the building or secondary structure. See Signage Exhibit Drawings (SE_1, SE_2)

7. Letters will be constructed based on tenant prototypical signage and shall be reviewed by Landlord.

8. Raceways are not permitted. All signage is provided by and installed by the Tenant.

9. Tenant signage is to be located per direction from Landlord. See Signage Exhibit Drawings (SE_1, SE_2)

10. Lighting shall be LED or fluorescent. Raceways are not permitted as all electrical components must be housed within the tenant's space

Secondary Tenant Signage

1. Secondary Tenant Signage is limited to window signs, banners, awning signage, canopy signage and stenciled or applied signage to the building. Blade signs and sidewalk signs are prohibited. All Secondary Tenant Signage requests will be reviewed by the landlord on a case by case basis.

2. Secondary Tenant Signage must be located within the Tenants lease frontage.

3. There is no limit to the number of Secondary Signs so long as the total Tenant Signage allowable area is not exceeded.

4. No individual Secondary Sign may be larger than any of the Tenant's Primary Signs.

Amendments to SDD #6 Sign Criteria for SDD #6-R2 – The Corbin Collection
(continued)

Requested changes for SDD #6-R2 only. Balance of SDD #6 to remain under current ordinance.

5. Allowable Secondary Tenant Signage:

Window Signs:

- Window signs should not be considered as temporary signage that advertises sales, promotions, etc.
- Window film must not cover more than 50% of storefront windows
- Identity signage may be applied by window film only. Painting, etching or gold leaf directly to the glass is prohibited.

Banners:

- Fabric banners may be used if it is a critical component of the Tenant's identity. Banners must be hung perpendicular to building façade by poles or brackets. Banners are not allowed to hang flat against the building.
- Banner content should be limited to the Tenant's identity, and should not be used for advertisement of specific products or services.

Awning Signage:

- Tenant specific signage may be added to fabric awnings if it is a critical component of the Tenant's identity.
- Awning content should be limited to the Tenant's identity, and should not be used for advertisement of specific products or services.

Canopy Signage:

- Tenant's may utilized the metal canopy within their lease frontage for Secondary signage if it is a critical component of the Tenant's identity.
- Canopy content should be limited to the Tenant's identity or signature products sold and should not be used for advertisements.

Stencil / Applied Signage:

- Signage stenciled or applied with paints, laminates, metals or plastics are allowed within their lease frontage.
- Stenciled or applied content should be limited to the Tenant's identity or signature products sold and should not be used for advertisements
- Artwork not containing tenant logos or text does not apply as Secondary Tenant Signage, but as part of the building design.

Current SDD #6 Sign Criteria for Corbin's Corner – *July 10, 2001* (continued)

OVERHEAD SIGNS FOR PEDIMENT

BLADE SIGNS

PYLON SIGNAGE

1. Each Tenant entitled to pylon display, will be allowed 1 panel per each side of reader board per Tenant pylon drawing Exhibit.

2. Panel size will be 18"x4'-5"

3. Material to be 3/16" white GE polycarbonate or equivalent

4. Copy in translucent vinyl forward applique. Colors are arbitrary, but must be submitted to Landlord for review.

5. Installation by Landlord's sign company or approved sign vendor

Amendments to SDD #6 Sign Criteria for SDD #6-R2 – The Corbin Collection (continued)

Requested changes for SDD #6-R2 only. Balance of SDD #6 to remain under current ordinance.

DIRECTORY SIGNAGE

1. Directory Signage shall be composed of channel letters only, directly mounted on the building surface in areas specifically designated on the Signage Exhibit (SE_1) All signs will be of uniform color: black aluminum sides with white acrylic face. Tenant may maintain all branding letter styles.

2. A designated maximum area of 72 SF at two locations on the main building (Building 1) is allowed for Directory Signage. Total square footage of individual Tenant Directory Signs (including any branding or logos) will be determined by the landlord.

3. All signage is provided by and installed by the Tenant. Signage shop drawings shall be submitted to Landlord for approval.

OVERHEAD SIGNS FOR PEDIMENT – Not applicable to SDD #6-R2

BLADE SIGNS – Blade signs are not permitted in the SDD #6-R2

MONUMENT SIGNAGE – See Civil Site Plan for locations

1. Each Tenant is entitled to monument display, will be allowed 1 panel per each side of reader board as determined by Landlord upon final pylon sign design. See SE_3 for Monument Sign Exhibit

2. Panel Sizes: See SE_3

Building 1 Anchor Tenant:	2'-10" X 3'-6"
Building 1 Tenant:	1'-4" X 7'-2"
Building 2 Anchor Tenant:	1'-4" X 7'-2"
Building 2 Tenant:	1'-4" X 3'-6"

3. Material to be 3/16" acrylic or equivalent. Color is determined by the tenant.

4. Copy in translucent vinyl forward applique. Colors are arbitrary, but must be submitted to Landlord for review.

5. Installation by Landlord's sign company or approved sign vendor.

6. Pylon/monument signs must be of similar materials & design quality as that of the building façade. See Signage Exhibit Drawings for materials.

ACCENT KNEE WALL – See Civil Site Plan for location

Landlord provided knee wall with center name per Signage Exhibit SE_3 in addition to the allowable Monument Signage.

ENCLOSURE L

Plan set entitled "The Corbin Collection, SDD #6 Modification Application for Proposed Commercial Development" prepared by Bohler Engineering, Inc. and by SA Group LLC